

[PRICE 6D.]

BIRMINGHAM AND DERBY JUNCTION RAILWAY.—

THIRD CALL OF FIVE POUNDS PER SHARE.
The Directors of the Birmingham and Derby Junction Railway Company having resolved that a THIRD INSTALLMENT OF FIVE POUNDS per share, payable on or before the 11th day of August, 1887, should be called for, proprietors of shares in this Company are hereby required to pay, on or before that day, to any of the under-mentioned bankers, the sum of Five Pounds on each of their respective shares:—

BANKERS.
London—Sir Richard Carr Glyn, Bart., and Co., Lombard-street.
Birmingham—The Birmingham Banking Company.
Manchester—The Manchester and Salford Bank.
Derby—Messrs. W. W. and S. Evans.
Burton-upon-Trent—Messrs. Burton, Webb, Peel, and Co.
Sheffield—Messrs. Parker, Shore, and Co.
The bankers have been severally instructed to charge interest, at the rate of 4½ per cent. per annum, according to the provisions of the Act of Incorporation, from the 11th day of August, on all sums which shall be tendered after that day.
HENRY SMITH,
Chairman of the Board of Directors.
THOMAS KELL, Secretary.
Waterloo-street, Birmingham, June 22.

THE PATENT SAFETY FUZE,
for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonials to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.
"I am very glad to hear that your recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."
Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne Cornwall.

PROCEEDINGS OF PUBLIC COMPANIES.

GREAT WESTERN CANAL COMPANY.

An adjourned general meeting of the proprietors of this company was held at the City of London Tavern, on Monday, the 3d inst.

JOHN MULLEN, Esq., in the chair.

The advertisement convening the meeting having been read, together with the minutes of the preceding meeting, the SECRETARY read the report, which stated that the directors, in order to complete the works and liquidate the debts of the company, intended to raise the sum of 15,000l., which sum being small, and for which good security could be given, they had no doubt would be readily obtained. The toll dues on the canal had increased from 471l. 15s., the amount of dues for March, April, and May, of last year, to 758l. 18s., being the amount received during the like period in the present year. The report being read,

A SHAREHOLDER moved that the same be received and printed, and circulated among the proprietors, which was carried unanimously.

The CHAIRMAN then submitted the following resolutions, which were carried:—

"That a sum not exceeding 15,000l. being required to complete the undertaking and the payment of all debts, the directors be authorised to raise the same.—That the directors be authorised to apply to any shareholder for subscription, according to the amount of shares held, should they deem it necessary.—That the directors be authorised to apply to the Exchequer Bill Commissioners, to ascertain on what terms they would lend any sum, and to enter into treaty, if found necessary, and to affix the common seal of the company to the same.—That the next meeting be held on the third Thursday in June, 1888."

The meeting then adjourned.

MIDLAND COUNTIES RAILWAY COMPANY.

A general annual meeting of the proprietors of this company was held, in pursuance of the provisions of the Act of Incorporation, at the Bull's Head and Anchor Hotel, Loughborough, Leicester, on the 30th of June.
THOMAS EDWARD DICKEY, Esq., in the chair.

After some preliminary business the following report was presented to the proprietors:—

REPORT.
In reporting the proceedings which have taken place during the first year of the existence of the company, the directors cannot refrain from observing in the outset that, while it has been a period of no ordinary importance with regard to the interests of all Railway Companies, and peculiarly so, in many respects, to those of the Midland Counties Company, the result of their exertions has been such as to afford them a sure and well-founded cause of congratulation to the shareholders on the present position and future prospects of the company.

The present Session of Parliament commenced under circumstances of an apparently unfavourable import towards this company. A line of railway, called the South Union, had been projected from Manchester by Stone to Tamworth, and there to be joined by another railway, projected by the Birmingham and Derby company, and to be carried from Tamworth to Rugby. This last, though denominated an "extension" of the Birmingham and Derby line, was, in fact, a continuation of the South Union; and the effect of it, if carried, would have been to establish a formidable competition for the very valuable portion of the expected traffic of the Midland Counties Railway proceeding from Derby and the parts northward of it towards London. The directors found that to defeat the Tamworth and Rugby project was of great importance to the company, and their best energies and exertions were therefore turned to this object. The South Union was no less the object of jealousy and apprehension; but more particularly with reference to that portion of it extending south of Stone. It happened also that the project for carrying a line of railway from Stone to Rugby was almost equally obnoxious to the Grand Junction and the London and Birmingham companies; and the remaining part of the South Union being also a competing line with the Manchester and Cheshire Junction (at the same time preparing for Parliament), a formidable opposition was soon arrayed against the rival lines, though their power and influence in Parliament were supposed to be almost irresistible. The promoters of them did, however, labour under one great disadvantage, namely, that it was clear that they were brought forward as matter of private speculation, and involved a vast expenditure of capital, without any adequate public advantage. Besides which, a large number of the landowners, particularly on the Tamworth and Rugby line, were not only dissentient, but joined heartily in the opposition, and contributed to it a material accession of strength. The first decisive blow was struck against that part of the line the opposition to which fell more immediately into the hands of this company. This was the Tamworth and Rugby line, which, after a hearing of considerable duration before the committee on standing orders, and an obstinate and protracted struggle subsequently in the House of Commons, was at length finally rejected. The loss of this line most materially influenced the future proceedings, with regard to the South Union Railway. It left the portion of that line south of Stone perfectly defenceless; and induced the committee of the House of Commons to resolve that it was unnecessary; a resolution which was carried by the decisive majority of forty-six to seventeen. The case being thus narrowed down to a contention between the South Union and the Cheshire Junction companies, for the line from Manchester to Stone, the committee recommended an amalgamation of the two companies, which was carried into effect; and a line was selected, under the direction of a military engineer appointed by the Government. The whole progress, and the termination of these proceedings (combined with other circumstances), have been such as to produce in the minds of the directors the strongest conviction that a similar competition will not again be attempted; or if it should be, that it will be signally fail.

A confirmation of such a view of the subject is happily afforded by the relative position in which this company and the North Midland company are now placed. It will be remembered that at the general meeting, held after the passing of the act, it was determined that the application to Parliament for a branch to Pinxton should not be renewed, in consequence of a project which was then before the public, on the part of another company, to form a line of railway from Sheffield to the northern terminus of the Midland Counties Railway at the Trent. The directors, however, finding that the company alluded to were not in a situation to apply to Parliament for any part of their line, thought it their duty, under the then existing circumstances, to give notice of an application for an extension of the Midland Counties Railway to a junction with the North Midland at Clay Cross, which was sanctioned by a special meeting of proprietors, convened for the purpose, and the application was accordingly made. This, being to a certain extent a competing line with the North Midland, was opposed by that company (who were themselves before Parliament for considerable deviations), and, in consequence of a technical difficulty, which from the nature of the case could not be avoided, the proposed extension was rejected by the committee on standing orders. The collision thus produced, led to a negotiation between the two companies, which has been carried on with the mutual feeling of amity which ought to subsist between companies whose interests are so closely allied: and though time has not yet sufficed to settle finally the terms of carriage and other matters of minute detail, the directors have the satisfaction of announcing to the meeting that the basis of an arrangement has been fully agreed to, by which it is distinctly stipulated that the traffic of the North Midland Railway from Derby southwards is to be secured to the Midland Counties company.

In another respect in which however this company has been precluded from interfering, by the terms of an arrangement entered into last Session, the proceedings in Parliament during the present Session have been highly favourable to the interests of the company. The proposed South Midland Railway company made their application for a line from Leicester to Bilsborough, in the hope of superseding the portion of the Midland Counties line between Leicester and Rugby; but their bill, instead of being read a second time,

was referred to a select committee, to inquire into the sufficiency of the subscription contract, to which it was alleged that there were fictitious signatures, or parties of an irresponsible description, to a considerable amount. The committee have not even yet made their report, but it is generally believed the result will be such as to put a stop to the scheme altogether.

The directors have further the satisfaction of reporting, that contracts have been entered into for the formation of the whole line from Derby to Nottingham, which has been already commenced; and it is engaged to be completed by the first of November in the ensuing year.

The directors thought it right to turn their first attention to this portion of the line, as it is the easiest and the cheapest in point of execution, and will afford a return for the capital expended at an earlier period than could have been effected on any other part of the railway.

The directors have also caused the whole of the line from the Trent to Leicester to be staked out, and the plans, surveys, and working drawings to be completed, and it is now in a state for the letting of contracts at any moment.

The directors being perfectly alive to the difficulties which at present surround every undertaking requiring a quick outlay of capital, have used their most anxious endeavours so to arrange the progress of the works as to press as lightly and as gradually as possible upon the resources of the shareholders. They have made but one call of 5l. per cent. since the passing of the Act; and the caution which they propose to exercise, while it will not prevent them from a steady continuance of the works, will enable them to dispense with requiring the payment of any further call earlier than the month of October next. The directors are decidedly of opinion that the line between Leicester and Rugby should be proceeded with, at the earliest period allowed by the restrictive clause in the Act, which will be on the 1st of August. The two-fold object will be thus effected, of making progress with some of the heaviest works, and securing the communication with London. The directors are also of opinion that no time should be lost in securing the land along the whole of the line, in order to prevent the necessity of a further application to Parliament.

The directors have prepared a statement of accounts up to the present time, by which it will be seen that the receipts of the company have been 75,254l. 18s. 7d., their disbursements 37,376l. 13s. 8d., leaving a balance in hand of 37,878l. 4s. 11d.

Notwithstanding the unparalleled state of depression of the money market, more than half of the last call has been paid. The payments are gradually continuing, and the whole of the shares (with some trifling exceptions) have been ascertained to be held by persons of undoubted responsibility.

Upon the whole, the directors have the greatest confidence in assuring the shareholders that the events of the past year have but served to establish the Midland Counties Railway upon a firm and sure basis; and they look forward with a well-grounded hope that their future exertions will be attended with a success beneficial alike to the public and to the individuals who have embarked their capital in the undertaking.

RECEIPTS AND DISBURSEMENTS TO JUNE 20.			
June 20.—To Calls of 10l. per cent. on 1,000,000l.	£100,000	0	0
1887. Less by calls in arrear	25,283	0	0
To interest on Exchequer Bills	408	0	1
To interest on Bankers' balances and calls in arrear	129	9	6
	£75,254	18	7
Aug. 12, 1886.—By expenditure in obtaining the act (as per abstract A)	£28,776	1	5
June 20, 1887.—By payments on account of Parliamentary expenses in the session of 1887	2,503	3	0
By general expenditure since the act was obtained (as per abstract B)	6,599	0	6
By Exchequer Bills	16,298	5	5
By cash	21,078	8	3
	£75,254	18	7

PRESTON AND WYRE DOCK COMPANY.

An adjourned meeting of the proprietors of this undertaking was held on Friday, the 7th inst., pursuant to advertisement.

P. H. FLEETWOOD, Esq., M.P., in the chair.

The greater part of the shareholders of this company (it was stated) being residents in Lancashire, chiefly at Preston and Poulton, was the cause of the meeting not being more numerously attended.

Peter Hesketh Fleetwood, Esq., M.P. for Preston, upon whose property these docks are about being constructed, having taken the chair, a detailed report of the proceedings of the company (which our limits will not admit of insertion this week) was read, from which it appeared that efficient use had been made of such means as had been placed at the disposal of the provisional committee.

After some observations from the CHAIRMAN, and from Captain SMITH, the superintendent, explanatory of the objects of the undertaking, the meeting separated, apparently well satisfied with the results.

The thanks of the proprietors were given to the chairman and directors for the services rendered by them in promoting the interests of the shareholders.

HAYLE CONSOLS MINING COMPANY.

At the adjourned special general meeting of the shareholders, held at the offices of the company, on Thursday, the 6th inst.

J. HARRISON, Esq., in the chair.

The committee appointed by the shareholders read the correspondence which had taken place since the 26th ult., between themselves and the directors, from which it appeared that the committee had failed in getting the directors to sign the customary bonds of submission to the arbitration into which they had consented to enter at the meeting of the 26th ult., in accordance with a resolution then unanimously passed by the shareholders.

A letter of rather a peculiar nature, which the directors addressed to the committee on the 4th inst., having been withdrawn by them, it was unanimously resolved, that a previous letter, from four of the directors, in which they declared their intentions, as men of honour, to abide by the decisions of the gentlemen to whom the matter in dispute should be referred, should be entered on the minutes of the company, and that the meeting should be further adjourned till Thursday next, the 13th inst., at which it is confidently expected that the decision of the arbitration will be communicated. The committee has appointed as arbitrator, John Tulloch, Esq., of Montague-place, Russell-square, and the director, R. W. Ellis, Esq., of Chancery-lane.

The resolution of the previous meeting, declaring forfeited all shares upon which 4l. per share were unpaid on the 5th inst., was confirmed, and the meeting adjourned till the 13th inst.

BRITISH COPPER MINING COMPANY.

A special general meeting of the shareholders in this company was held at the George and Vulture Tavern, on Friday the 7th instant, for the purpose of considering upon the propriety of making a further call of five shillings per share.

D. CAMPBELL, Esq., in the chair.

The advertisement convening the meeting having been read, the CHAIRMAN said, that by the advertisement the shareholders would perceive that the real object of the meeting was to raise money, indeed they had very little else to do.

Letters from Captain Stephens were then read, the insertion of which we are obliged to defer until our next.

The CHAIRMAN observed, that the letter of the third was written in consequence of the directors requesting him to make a report, so that it might be presented to the meeting. The letters then read were in fact all the information the directors had to give with regard to the mine; but from which, it was evident that it must be worked with vigour. He would offer his opinion, that it would be very advantageous to have machinery erected, the dressing cost at present having increased very considerably, and he had no doubt but that a steam-engine of thirty-inch cylinder would save upwards of thirty pounds per month; he mentioned it, because so many engines were now for sale, and might be bought for about one half the price they could have been last year. The engine-house, with boiler, were already upon the mines. At the last meeting it would be remembered, there existed a great deal of jealousy with regard to Captain Stephens, but he thought the ordeal he had undergone would sufficiently warrant confidence being reposed in him. The mine at present was in that state, that to abandon it would be highly injudicious, and it should, in his opinion, be prosecuted with all possible vigour—200 tons per month were now raising, with every prospect of increase.

The accounts were submitted, from which there appeared a cash balance in the banker's hands of 279l. 16s., while claims existed against the company of 690l. 7s. 11d., which would be further increased by June cost, say 400l., deducting 200l. sale of ores.

A SHAREHOLDER observed, that he thought the concern, if followed up with spirit, would turn out well; he had had that morning an interview with a party from Cornwall, who said that any person going to the mines and inspecting them, would feel satisfied in buying shares at

2l. or 3l.; he advised prosecuting the mine, and not abandoning it to those who were anxiously watching for it.

Mr. FIELD inquired if the directors had any idea of the value of ores raised?—to which the CHAIRMAN replied, about 300l. per month. Mr. R. W. begged to move (as it appeared indispensable to him) that a call of five shillings be made.

Mr. WILKINSON said, before it was seconded, that it was a question whether it should be five or ten shillings.

A SHAREHOLDER thought they had better have a five shilling call first, and perhaps by the time of its expenditure the standard might be better, and the mine be near meeting its expense.

The CHAIRMAN ended the question, by informing the meeting that it was not in their power to make any other call than five shillings, for which purpose the meeting was expressly called.

A SHAREHOLDER inquired if the price of labour could not be reduced? Mr. ASHTON said it had been done so considerably. The call of five shillings per share was subsequently made.

A SHAREHOLDER reminded the meeting, that in the purchase of a steam-engine, it might be expected that it would always fetch its value. Mining shares were much depreciated, times were at the worst, but if the shareholders were so foolish as to give up their interest, and let the Cornish people, who were anxiously watching for it, obtain possession of the property, it was an act of great folly. There was another point to which he would advert—was not a resolution passed at the last meeting, that the directors should have the shares forming their qualification locked up in the custody of the secretary?

The CHAIRMAN said, that there was no resolution to the effect of the shares being locked up.

A DIRECTOR rose, and said, if such a resolution had been put, he would not himself have acceded to it; he considered it rather an insult to the directors, and a breach of confidence, as he would answer for it that the directors had always paid their calls regularly.

Mr. FIELD said, he could not consider it any insult; he was connected with companies where the capital was much greater than the British Copper, and the directors had their shares locked up in the custody of the secretary. The conversation here dropped.

Mr. ASHTON having proposed a vote of thanks to the chairman and directors, which was unanimously carried, the meeting adjourned.

REDMOOR CONSOLIDATED MINING COMPANY.

The third annual general meeting of the shareholders in this company was held at the London Tavern, on Wednesday, the 5th inst.

EDWARD WILKINSON, Esq., in the chair.

The advertisement convening the meeting was read, as also a report received from Captain Rickard, from which it appeared that the mines were in a very promising state, and fully warranted a continuance of outlay.—We are compelled, from want of space, to defer its insertion until next week.

The CHAIRMAN said it was necessary to state, that Mr. Grou having retired from the direction a vacancy had occurred, and the managers recommended Mr. George Murray being elected a member in his stead; and that the number be increased by Mr. Edward Clifford being elected a director of the company, which he begged to propose.

A few questions having been put as to the eligibility of those two gentlemen, it was unanimously resolved they should be elected directors of the company.

The CHAIRMAN expressed his readiness, in the event of any shareholder having questions to put, to afford such information as laid in his power.

Upon a SHAREHOLDER inquiring if it was their intention to print copies of the report of this day's meeting,—the CHAIRMAN said he considered it would be quite sufficient to have a copy at the office.

Mr. HILLS having put a question about the new leases,—a DIRECTOR said he was sorry to inform him that the grant must be suspended until the next session, there being an Act of Parliament entitling fresh leases to be granted during the reign of the late King, but at whose death it required a new Act for that purpose. The report submitted was received and adopted.

A general conversation ensued upon the subject of the managers having engaged the energetic services of Captain Rowe, who had effected a reduction in the cost of expenditure of from 100 to 200l., and expected to be able to reduce it still further, which terminated upon Mr. HILLS proposing that a vote of thanks be passed upon the managers, for the efficient manner in which they had conducted the affairs of the company.

The CHAIRMAN returned thanks, and the meeting adjourned.

SOUTH SEA COMPANY.

On Wednesday a general meeting of the proprietors of South Sea Stock was held at the South Sea House, for the purpose of declaring a dividend for the current half year, and on other affairs.

The Sub-Governor, Mr. BOSANQUET, in the chair.

After the minutes of the previous court had been read, a dividend of 1½ per cent. for the half year, upon the capital stock of the corporation, was agreed to.

The SUB-GOVERNOR said that, anticipating some questions would be put relative to the negotiations with her Majesty's government for the completion of the guarantee fund, he would state that, had information been asked of him a few days since, he should have said that the business had been settled, and that the proprietors would have speedily been put in possession of their surplus capital to employ it how they pleased. On looking over the reports of the budget, he had found that the Chancellor of the Exchequer had not made any mention of the company, or proposed the completion of the arrangement which was promised in the letter sent by him to the court of directors. He (the Sub-Governor) had in consequence considered it to be his duty to obtain an interview with the Chancellor of the Exchequer, which had taken place on Tuesday, and the hon. gentleman candidly informed him that in consequence of the demise of the crown, and the state of the public business, he did not intend to bring on the subject this session. The Sub-Governor considered that, as far as the interests of the company were concerned, the postponement would not be injurious.

In reply to a question from a proprietor, the SUB-GOVERNOR said, the powers granted by the original charter existed to all intents and purposes, with the exception of the company's exclusive right to trade. The British fisheries were open to them if they chose to employ their capital in that way. The surplus capital could be divided among the proprietors if they thought fit.

A PROPRIETOR asked what became of the governorship, in consequence of the demise of the King, who had held that office?

The SUB-GOVERNOR said, it had not been usual to fill up vacancies immediately; but there were two questions of importance involved at present. It would be a matter for future consideration whether the company would ask the protection and patronage which her Majesty's predecessors had given to the corporation. By the charter they had three governors, and it might be considered that there were now sufficient for the purposes of the government. The Sub-Governor then stated that the dividend on the company's stock would be paid at the bank on the same day as the interest of the funded debt. The meeting then adjourned.

WHEAL HARMONY AND MONTAGUE MINING COMPANY.

The following report, addressed to the Secretary, was read at the meeting noticed in our last, but which was omitted from want of space:—

REPORT.

You are about to meet the general body of the shareholders in Harmony and Montague mines, and as there are several circumstances which it may be necessary to explain to the meeting, allow me to make the following remarks for your guidance in embodying information in your general report to the meeting, as they may, perhaps, be useful in explaining the progress, state, and prospects of our workings, and facilitate the perception of our local circumstances, to which I shall solely and briefly confine myself:—

The totally unexpected change of circumstances in mining statistics and operations, and the combination of unfavourable events by which our past progress has been attended and impeded, has caused it to be remarked that our anticipations have not been realised, either as respects the quantity of the returns, or the prospective state of the mines.

In mere reference to the quantity of our present return there is some truth in this remark, but when the matters above alluded to have been considered, with the effect of the pecuniary restriction by which the tut-workings of these mines have been guided from the commencement, it will be felt that so far from there being ground for despondency, the prospective state of the mines is cheering, and that notwithstanding our local arrangements have led to overcome many unexpected difficulties, and contend with circumstances both retarding our progress and causing unexpected outlay, our present state cannot be considered otherwise than highly encouraging. With a view to a due per-

ception of this, permit me to explain why the expenditure required to bring the mines into a productive condition, has apparently hitherto exceeded the anticipated amount. 1. Through a very unexpected and sudden increase of 25 per cent. in the price of labour. 2. Through a correspondingly rapid rise of from twenty to forty per cent. in almost every sort of supply. 3. Through a sudden derangement of the state of the metal market causing a fall in the prices of copper. 4. Through the great inconvenience, expense, and delay caused by the unexpected, irregular, and choaked state of the former workings. 5. By the extraordinary delay and difficulty in obtaining our foundry work and heavy castings, to enable us to drop below the forty-four fathom level. 6. By our outlay upon expensive, though very important and beneficial preparatory operations in fresh discoveries, and new lodes unexplored in the former workings. 7. By the extraordinary commercial depression having caused a very sudden and great fall in the prices of tin and copper, which not only altered the standard from 1337 to 931, and prevented our raising so much ore as we otherwise should, but caused such an influence and general depression that the tributers demand larger proportions of the ore than it would be prudent to work at, and therefore many places in our mines, which at the commencement of operations would have been worked at remunerative prices to the shareholders, have been left unset up to this time. 8. By the pecuniary restriction under which the local management has been compelled to guide and limit the tutwork operations to a greatly protracted degree, and also prevented from pushing on various cross-cuts with that energetic efficiency which under different circumstances would have enabled them to have been brought home into productive ground, the pit-work to have been dropped, and the water forked under the seventy-four fathom level, by which our samplings would have effected a great increase in the expenditure; a delay of some eight months in the advance of our workings, and an extensive indirect effect upon our present productive state, as there is no question, but returns of ores to some thousands of pounds more value would have been added to the present amount of produce, had we not been so unexpectedly retarded.

As the abandonment of Tolgus mines has caused much surprise, I think it as well to slightly explain, its stoppage was caused by private and individual conveniences and interest, and not in any way in a general feeling or want of confidence in its successful progress. Its stoppage has had a prejudicial influence upon Harmony and Montague, but not to the extent that ill-natured and injudicious people have asserted. It is true it has caused a suspension of the workings of the present Montague, but the existing state of things, and particularly in reference to our pecuniary circumstances, this appears to be of little or no consequence to us, as it will cause our whole resources to be devoted to the energetic and early profitable development of Harmony, and then, by an application of a portion of the proceeds, work the valuable lodes in South Montague.

From the very general favourable impression of Tolgus mines, the well-known state in which the bottoms have been left, the mode in which it has been conducted (even their own captains are ashamed of it), and from none of the side lodes having been worked, there is no question but these mines will be re-opened when a higher standard and a more settled state of the metal market shall present a favourable opportunity for the investment. We shall then be in a state to advantage by resuming operations in the suspending part of Montague, or negotiate for its value to the new undertaking.

You and the shareholders are in possession of every fact relative to the underground prospects of Harmony, and you have the favourable reports of the captains of Great Tolgus and Tresavean mines, and therefore it is unnecessary for me to make much further observation than to observe that the discretion of the workings is shown by the discoveries in the new lodes, opened by the cross cuts, and that conclusive evidence of the vigour and activity of the works is furnished by the fact of our having driven, sunk, and cut through 1774 fathoms of solid or new ground, besides the clearing, securing, and collaring old levels and workings.

Of the surface and counting-house departments, there is little for me to say, as you are aware that, by a cautious and continual attention to improvements in the details of this portion of our undertaking, we have succeeded in making the whole so systematic, and each department so counter-checked by the other, that it is next thing to an impossibility for either of the agents to be guilty of a dereliction of duty, or for any official or clerical irregularity to pervade. Of the laborious and efficient duties of Captain Teague, and Mr. Sincok, the chief clerk, it is impossible to speak too highly; nor can one avoid bearing testimony to the activity and emulating spirit of the whole of your officers and agents.

Accompanying this report, you will receive tabular particulars of all the ground driven, sunk, and cleared, account, produce, and quantity of tin and copper to the present time—sections of the underground workings.

On comparing the expenditure with the returns, it will be found that all circumstances considered, there is high encouragement for the prompt and vigorous application of the capital requisite to bring Harmony into a profitable state, which there is every fair reason to expect will be the case in a comparatively short time, as the mine in many places presents the most favourable indications of very largely increased production in depth; and when the new engine-shaft (Walker's) shall have been communicated, the three forthcoming cross-cuts carried into the ore-ground, and the pitwork placed to drain the mine to the seventy-four fathom level, there will be a considerable diminution of expenditure, with largely increased returns.

In addition to every prospect of a good and lasting mine, a glance at the future strongly contrasts the past, and appears to present several propitious views, in cheaper rate of labour, the lower price of materials, and in a rapid and substantial improvement in the prices of tin and copper.

The following are the particulars of the present state of the mines:—The new engine shaft is down thirty-eight fathoms and a half below the adit level. The sixty-four fathom cross-cut, towards Croft Cubert lode, is driving sixty-four cross-cut south of Williams—a few fathoms to cut the lode. Fifty-four cross-cut, south of Croft Cubert lode, towards the new south lode, within about six fathoms of the lode. The fifty-four fathom east—the Croft Cubert lode is one foot, good for ore; the winze in the bottom of this level is about the same. Forty-four fathom level, same lode, ten inches wide, good for ore, and just the same in the backs and bottom. Forty-four east, on the new south lode, very large, with good stones of ore, and a very promising appearance. Forty-four, east of Treglawn's; both the tin and copper lodes have a very promising appearance, and we expect much produce from the next level. Thirty-four, east of Treglawn's; lode good for ore, ten inches wide. Twenty-four, west of middle cross-course, on Roserow's lode; producing one ton of ore per fathom (good quality). Thirty-four, south of middle cross-course; expect to cut the lode in a week or two. Twenty-four, south of Frederick's; expect to cut the lode in about a week. Twenty-four, east of Roserow's; lode one foot big, very kindly. Sixteen, south of middle cross-course; expect to cut Wheel Gilbert lode in a very short distance. The different pitches on copper and tin are improved rather than otherwise. I shall attend the meeting, to give any explanation in my power.

BRITISH TIN MINING COMPANY.

A special general meeting of the shareholders of this company was held at the George and Vulture Tavern, on Wednesday, the 5th inst., to receive a report from the agents appointed to inspect the mine, and to consider the propriety of investing the directors with power to make a further call.

JOHN BARCLAY, Esq., in the chair.

The advertisement convening the meeting having been read, and the minutes of the preceding meeting confirmed,

The CHAIRMAN, in reply to a question put by a shareholder, said that the agents who inspected the mine had received no particular instructions to inspect any one part of the mine, but it was a general order, the directors having deemed it prudent to give no specific instructions.

The report of Captains Richards and Lean was then read, in which they expressed their opinion that the mine was fully deserving of the attention of the company, and likely to repay the shareholders.

The CHAIRMAN then stated circumstances which had taken place relative to Mr. D. Campbell's payment of the sum of 2000*l.*, and that a guarantee on behalf of the company, to which Mr. Campbell had agreed, had been executed, and further, that the payment was to be made on Saturday next. The guarantee was then read and approved.

It appeared that, in reply to an application from the directors, Mr. Campbell had expressly stated it as his firm determination not to resign; he denied the right of any person to interfere with his private business. He was sensible that the wish for his resignation emanated from a vindictive party, who attacked him to further their own views, while he felt assured, that the parties who brought the subject forward had no stake in the concern; he had too much interest in it to trifle with the interests of the undertaking; he wished to see the parties who had no interest in the concern separated from those who really had.

The CHAIRMAN, in reply to a shareholder, said that the demand for a ballot at the last meeting, concerning Mr. Campbell's resignation, had been withdrawn.

Mr. COHEN moved, that that fact should be recorded on the minutes. Mr. Campbell had refused the only means by which he might have known what was the real sense of the shareholders; he had shrunk from it, but he would now advise him, as a friend, to withdraw from the direction at once; it would be the most judicious measure, for facts, stubborn facts, had come to his knowledge during the last week, which he would at once divulge, if Mr. Campbell persisted in remaining in the direction. There

was no vindictive spirit which influenced the shareholders; their acts were fully borne out by facts.

Mr. BLUCK observed, that Mr. Campbell could not call it a private matter, as both himself and the shareholders had acted upon it, while he was now going to pay the sum in dispute. What Mr. Campbell said relative to the power of the shareholders to pass resolutions, was equally unsound. He (Mr. C.) said, in defiance of the shareholders, you may pass what resolutions you please, but I shall retain my seat. Now the question was, whether the resolutions passed by the shareholders were to be carried into effect or not. It was the duty of the directors to enforce the resolutions of the proprietors, and if they could not do it, they ought to resign; he, therefore, felt it his duty to move:—

"That the works of the mine be suspended, till the resolution passed at the last meeting (expressing the wish of the proprietors that Mr. Campbell should resign) be carried into effect."

He thought it more proper that the mine should be abandoned than that the directors should be allowed to carry it on, at the same time disregarding the resolutions made by the shareholders.

At the suggestion of a shareholder, the chairman read the statement of accounts, which showed that on the 8th instant there would be a balance at the banker's of 310*l.*

The CHAIRMAN said, that unless a call were made at once, the directors would be obliged to stop the mine, as it was impossible they could take upon themselves a further responsibility, having already incurred liabilities to the extent of 1140*l.*, they would therefore stop the mine and dispose of all materials, &c., to reimburse them should not the call be determined on.

After some conversation on the subject, Mr. CAZENOVE moved as an amendment, "That a call of five shillings be now made, thinking it most unwise to allow the property to fall into decay at a time when they were told they were likely to meet with advantageous results."

Mr. CAMPBELL again expressed himself to the effect, that he would not resign; but if the directors told him that it would be to the advantage of the shareholders that he did so, he would then retire at once.

The conversation on this subject was put a stop to, by Mr. CAMPBELL's declaring through the chairman, that he resigned.

Mr. BLUCK then made a few remarks, and abandoned his resolution as a matter of course.

Mr. CAZENOVE's amendment then stood as the original motion, upon which Mr. COHEN, after some very animated observations, moved the following amendment:—

"That a committee of five shareholders be appointed to examine all books, papers, documents, &c., from the commencement of the company, and that they be empowered to appoint officers to inspect the mine, if found necessary,—that they examine into all the affairs of that company, and report thereon on the 26th July."

The worthy proprietor gave it as his opinion, that there had been such mismanagement of the affairs of the company, that such a course was absolutely necessary, as it was best they should know at once the true state of affairs, before they laid out one more shilling.

Mr. BLUCK seconded the motion, feeling assured that it was the only means by which they could give confidence to all parties.

The CHAIRMAN said, he had no objection to such a course, he would only suggest that the call should also be made at once—that might be done, and the committee at the same time might be at work, as the delay which the postponement of the call would cause would be most serious.

A further discussion took place as to whether the call should be made at once, subject to the decision of the committee as to its application beyond the liabilities already existing, or whether it should be postponed till the report of the committee had been received. It was then moved:—

"That the directors be authorized to make another call of five shillings per share, but that the committee shall decide whether it would be beneficial to the company to expend the same."

This resolution was introduced by some apposite remarks by Mr. FIELD, whose observations did him much credit, as protecting the interests of the shareholders, while he expressed his desire to uphold the position in which the directors were placed.

The motion was however negatived, and Mr. COHEN's resolution carried. The committee were then appointed, consisting of Messrs. Bluck, Devonshire, Fagan, Wynn, and Cohen.

Previous to the adjournment taking place, Mr. FAGAN accused Mr. Albers, one of the directors, in terms which evidenced from the warmth of expression that they emanated from a son of the Sister Isle. He charged Mr. Albers as being a dishonest man, assigning various reasons, amongst which one that he would not pay his fair amount to meet the current expenses. After some angry discussion on the subject, Mr. BLUCK moved a special vote of thanks to the chairman for his very patient and gentlemanly conduct in the chair.—Carried unanimously.

A vote of thanks was also passed to the committee for their unwearied labours on behalf of the company.—Adjourned.

[We have been compelled, from want of space, to compress our report. Our readers, however, lose nothing by it, of this they have our assurance, while there was no lack of assurance, we must admit, on the part of those who took an active part in the proceedings of the day.]

LONDON AND GRAVESEND, LONDON AND DOVER, AND KENT RAILWAY COMPANIES.

A general meeting of the shareholders was held at the George and Vulture Tavern, on Thursday, the 6th inst., pursuant to the resolutions at the last general meeting, according to advertisement.

THOMAS PHILPOTS, Esq., in the chair.

The report of the committee was read to the following effect:—

"That they had investigated and inquired into all the claims upon the funds in hand, and had proposed such compromise to the different claimants, as if sanctioned by this meeting, would leave a disposable balance of about 1500*l.*, and having viewed the relative position of the several descriptions of shareholders in respect of their claims on the funds of the company, recommended that five shillings per share be paid to the holders of scrip receipts, on certificates in the Gravesend Railway. The whole of the Dover subscription had been, in the opinion of the committee, fully and justly expended in the promotion of that object, they therefore recommended the meeting to apply to Mr. Godwin and the gentlemen who joined him in filing the bill in Chancery to dissolve the injunction, and to allow this committee, or any three of them, to pay his costs, and apply the funds in hand to carry the foregoing recommendation into effect; and that the committee be authorized, at the expiration of six months from this date, to call another general meeting of shareholders, who should then determine how the balance in hand should be finally disposed of."

The report having been read, it was resolved:—

"That the report of the committee be adopted by this meeting, and that Mr. Godwin be requested to dissolve the injunction, to enable the committee to pursue the course recommended by that report.—That the thanks of this meeting be presented to the directors and to the committee."

We regret that we are unable to furnish a full report of the proceedings at the meeting, as we were refused admission. We can very well understand, from the nature of the proceedings in Parliament, that much might have occurred which would not reflect credit on the parties by publicity; that there was good reason much should be concealed, and that therefore secrecy best served the interests of the projectors, the directors, and others concerned in the concoction of the schemes, and application of the funds, however injurious it might be to that portion of the public who were not paid for signing the deed. Perhaps the worthy chairman can afford information which we shall be happy to furnish through our columns, or we may have occasion to avail ourselves of the communication of correspondents.

SOUTH AUSTRALIAN COMPANY.

The first annual meeting of the proprietors of this company was held on Thursday, June 29, at their offices, Bishopsgate-street.

G. F. ANGAS, Esq., in the chair.

The CHAIRMAN observed, that letters from Sydney, dated the 5th of March, were read yesterday by Mr. Montefiore, at the sitting of the board of commissioners, which stated that the *Rapid* had arrived there on the 4th of March, with dispatches from the governor, Captain Hindmarsh, which were to leave Sydney on the 8th, in the *Florentia*. The directors had found it expedient, for the success of the undertaking, to print a report of the proceedings and operations of the society for the first four months—which report had been extensively circulated. A second report had also been published as a supplement, with the company's proceedings for the subsequent four months. This had become especially necessary, because intelligence had been received from the colony of the arrival of the first ships, together with favourable reports of the land, and other very important information. As these reports were in the hands of the proprietors, it would not be necessary to read them; but he would call upon the manager to give an abstract of the whole, and especially of the proceedings of the last four months.

The MANAGER then read an abstract of the reports, of which the follow-

ing is the substance:—"The first report referred to the situation of the colony and its establishment under an Act of Parliament, by virtue of which it cannot be made a penal settlement—to the subscription of the sum of 200,000*l.*, being the capital required for the formation of the company, and the payment of the deposit thereon; it alluded to the purchase of a large quantity of land, also of two whaling and one coasting vessels, and of some valuable Merino sheep; as well as to other measures of the directors for carrying on their operations, together with a mode of increasing their subscribed capital to 300,000*l.*, by an issue of 4000 shares of 25*l.*, at 1*l.* premium, the accomplishment of which was announced in the supplemental report, which stated the allotment of the 4000 shares, and the payment of both premiums and instalments thereon. This latter publication alluded to the preparation of the deed of settlement, the sailing of several ships with numerous passengers and valuable cargoes, the outfit by the company of another whaler, and of another ship for the colonial trade and fishery also. It referred to the measures of the directors for constituting a dock-yard and other establishments in South Australia, and to their engagement of several officers, and also to David M'Laren, Esq., having been appointed to proceed immediately to the colony as their chief manager. This supplement further detailed the operations of the company, and contained, in its appendix, extracts from several of the first letters received from South Australia."

The second supplement was read to the meeting at length, of which the following is a brief outline:—"After referring to all the reports already published, it mentioned the departure of several other vessels to South Australia, with passengers and merchandise; it then touched upon the measures of the directors for the establishment of their banks, and which were found to be of great utility to the settlers, and likely to be profitable to the company. It alluded to the sailing of a vessel from Hamburg with some valuable machinery, a large supply of provisions, and several German labourers, all on the company's account, and to some other ships about to sail from England. It stated the directors' plans for leasing their lands to small farmers, and aiding them with capital which were in operation, as three farmers had already become tenants. Her Majesty's commissioners had given much assistance to the directors in accomplishing this object. The report also referred to a further purchase of land, and also of fine woolled sheep in Van Diemen's land, for the company's flocks, to a quantity of oil taken by two of their whalers, and the prospects of their shore fisheries for the black whale. It alluded to the recent issue of shares, many of which had been allotted to the means from whence the revenue might be expected, to the fact that the premiums on shares, with other income, had been sufficient to pay every expense of the company, and leave a considerable balance applicable to dividends, and the means by which the company was in that situation, for the details of which, with much more information, we must refer to the document itself, which will shortly be published."

The general statement of the accounts of the company, with balance sheet to the 29th of April, 1837, were then read.

The CHAIRMAN stated, that the directors would be happy to afford information upon any points which the proprietors might desire to have explained. The directors had nothing to conceal, and they trusted that the way in which they had published their proceedings would be considered a proof of their desire to act openly and candidly in all respects. He should be happy to answer any question that might be put by any proprietor present. One remark only was necessary as to the small amount which appeared to the account of the bank in the colony. This would be explained by his stating, that a considerable number of notes had been sent out which would be circulated in the colony, but, of course, would not be brought into account until they were negotiated.

Sir JOHN KENNAWAY, Bart., in rising to move the first resolution, said that he was sure the meeting had heard the report with much satisfaction. It appeared to him that the principle upon which the directors were proceeding was sound and satisfactory, and gave the fairest prospect of success in the establishment of the company. It was a great point, not only in the management of this company, but also as setting an example to others, that in conducting its concerns, the prosperity of the company should not only be regarded, but also the interests and welfare of the persons who went as settlers in the colony. It would be wrong to draw a distinction between these two points—they must go hand in hand. Attention must be paid to the moral and religious instruction of the colonists; and this would ensure the prosperity of the company, add to the credit, honour, and advantage of the mother country, and to the permanence of the union between those who went out and the residents at home.

Mr. JOHN BAZLEY WHITE seconded the resolution. As an original proprietor, he had watched the proceedings of the company with great interest. After the explicit details which had been furnished by the directors, and no question having been raised on any point, he took it for granted that he spoke the sentiments of other gentlemen, as well as his own, when he expressed his opinion that the directors of the company were men of honour and high integrity in this great commercial country; and the proprietors ought to congratulate each other upon the establishment of a society which seemed to form a new epoch in colonization. There was one delightful feature in the proceedings of the company, that no aggression had been made upon the aborigines of the country. It was also a subject of congratulation that the company was sanctioned by the Government of this country.

Mr. J. LEWTHWAITE (of Halifax), on moving the next resolution, said he was one of those who had endeavoured to promote the interests of the company in his own immediate neighbourhood, and he had had the satisfaction, he believed, of increasing the number of shareholders from the county in which he resided. This he had been induced to do from a conviction that the proceedings of the directors were highly judicious, and well calculated to raise a great and flourishing empire in that part of the world; and that, in the hands of Providence, they would be instruments of giving an invitation to a great number of people to come and be happy. He regretted very much the unavoidable absence of his friend Mr. Ruison, of Halifax, who, being an old East India officer, and having traversed the regions of Australia, would have been able to give the meeting much information about that interesting country.

Mr. GEORGE MILLER, in seconding this resolution, observed, as the report had proved beyond a doubt that the directors were worthy of all the confidence which had been reposed in them, it would ill become him to make any further observations than to say, that he considered it the duty of the proprietors to re-elect these gentlemen, who had shown themselves so able and efficient in fulfilment of the high office which had been confided to them.

Mr. D. P. JOHNSON moved the third resolution, upon which he said it was unnecessary to make any comment, which was seconded by Mr. HENRY ENGLISH.

Mr. JAMES RUDALL TODD, on behalf of the directors and himself, begged to return thanks for the confidence which, by their re-election, the proprietors had reposed in them. He considered it a proof that they had discharged their duty to the satisfaction and approbation of the proprietors; and begged to assure them, it would be the endeavour of the directors still to give their best attention to the interests of the company. He wished to say one word upon the subject of the aborigines. The report had not mentioned them, because few of the natives had yet been seen in that part of the colony. Every thing would be done according to the express wish of the Colonization Society, of which Lord Glenelg was the president. Every respect would be paid to the rights of the aborigines, and they would be treated with the greatest possible delicacy.

CHARLES HINDLEY, Esq., M.P., said, as one of the members of the aborigines committee in the House of Commons, he might be permitted to state that a protector of the aborigines had been appointed in the colony; but within these few days he had been informed by Sir George Grey, that the gentleman proposed had declined the situation. Another, however, would be appointed as soon as Government could find a proper and efficient officer.

The CHAIRMAN then observed, that the directors having issued a number of shares at a premium of 1*l.* 10*s.* each, it was desirable that the proprietors should communicate with those persons in their respective districts who were likely to take shares. The board was more anxious to enlarge the basis of the company than to increase the premiums. The directors had never doubted of success; but now, when they had received intelligence of the arrival of the governor in the colony, success was certain. He was very happy to state also, that the value of land was considerably increasing. He held in his hand a letter from a gentleman, who was desirous of purchasing land; and in reply to his application, he was informed that 1600*l.* would be required for land, for which 80*l.* only had been formerly paid; another party would not sell for less than 200*l.* He was not aware that there was anything further to be stated on this occasion, but was ready to answer any question which might be asked.

A PROPRIETOR wished to know whether it was in contemplation to obtain an Act of Parliament?

The CHAIRMAN replied, that the directors had thought of getting a colonial charter, and also of applying for letters patent for the colony; but much would depend upon the advantages that were likely to be derived therefrom, before the measure was fully determined. The directors would consider well before they would entail upon the company the expense which a charter would necessarily create.

Sir JOHN KENNAWAY, Bart., then proposed a vote of thanks to the directors. He was well persuaded that all the proprietors present, and the concour with him in feeling their great obligation to the directors for the attention which they had paid to the affairs of the company, which was unanimously.

Mr. GEORGE MORPHETT also proposed a vote of thanks to the directors, for his able conduct in the chair, and for the zeal he had displayed in the interests of the proprietors. This was carried unanimously; and the chairman having briefly replied, the meeting separated.

The resolutions passed at the meeting will be found in our succeeding columns.



STANDARD of ENGLAND LIFE ASSURANCE COMPANY.

King William-street, City, and 25, Regent-street, London.
CAPITAL—ONE MILLION.

DIRECTORS.

William Davis, Esq., Chairman.
William Cory, Esq., Deputy Chairman.
Lawrence Dorgan, Esq.
William Gunsten, Esq.
Colonel Christopher Hodgson
Henry Lawson, Esq.
John Barrett Lennard, Esq.
William J. Richardson, Esq.
Frederick Thomas West, Esq.
George Whitehead, Esq.

ADVANTAGES OF THIS INSTITUTION.

Much lower rates of premium than those of any other office. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.
Increasing and decreasing rates of premium, to suit the circumstances and convenience of every class of policy holders.
Age of the assured, and interest of the holder, in every case admitted in the policy.
Prompt settlement of claims, without dispute or litigation.
Extract from tables—Premiums on £100, for whole term of life:—

Age.	20	30	40	50
Annual Premium	£ s. d. 1 10 11	£ s. d. 1 19 7	£ s. d. 2 13 5	£ s. d. 3 18 8

CERTAIN AND IMMEDIATE BONUSES GIVEN BY THIS COMPANY.

Age.	Annual Premium.	Sum assured for this Premium.		Certain and Immediate Bonus
		In Standard of England.	In offices dividing Profits.	
	£ s. d.	£ s. d.	£ s. d.	Per Cent.
20	21 15 10	1410 0 0	1600 0 0	41
30	26 14 2	1350 0 0	1600 0 0	35
40	33 19 2	1270 0 0	1600 0 0	27

By order of the Board of Directors,
W. WRIGHT, Secretary.

MEETINGS OF SCIENTIFIC BODIES

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	OUR.
British Architects	43, King-st., Covent-garden	Monday	5 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

PUBLIC COMPANIES.

MEETINGS.

Albion Copper Mining Company	7, Tokenhouse-yard	July 10	1.
Trevor's Mining Company	George and Vulture	13	2.
Bischoff Bridge Mining Association	George and Vulture	13	12.
Hayle Consols Mining Company	6, Freeman's-court	13	1.
Roche Rock Mining Company	George and Vulture	13	1.
London and Greenwich Railway Co.	City of London Tavern	21	12.
Harmony and Montague Mining Co.	12, Pancras-lane	24	2.
Wendron Royal Mining Company	George and Vulture	25	1.
West Cork Mining Company	London Tavern	27	12.
St. George's Mining Company	3, White Lion-court	28	1.
Jamaica Steam Navigation Company	Jamaica Coffee-house	Aug. 1	1.
Duke of Cornwall's Harbour Company	London Tavern	3	2.

CALLS.

Redmoor Consolidated M. Co.	5s.	July 8	Bosanquet and Co.
Rio Doce Company	1s.	10	Barrett, Hoare, and Co.
European Gas Company	2s.	10	Ladbroke and Co.
Alliance Gas Company	1s.	12	Ladbroke and Co.
Wheal Lenny Mining Company	2s. 6d.	13	R. K. Frost, Lancaster.
N. Devon and Barnstaple M. Co.	5s.	18	West of Engl. Bk., Barnstaple
Harmony and Montague	1s.	21	Office, St. Marylebone Bank.
Wheal Gilbert Mining Company	5s.	24	Hore, London; Grylls, Redr.
London and Havre Steam Packet	5s.	26	Smith, Payne, and Co.

Birmingham and Gloucester Rail.	24s.	Aug. 1	Birmingham Banking Co.; Gloucester Banking Co.; and Glyn and Co., London.
Treburget Mining Company	5s.	9	Vere, Sapse, and Co.
Birmingham and Derby Junction	5s.	11	Manch. & Salford Bk.; Evans, Derby; Burton-up-Trent; Parker & Co., Sheffield.
Rhymney Iron Company	5s.	Sept. 7	Glyn, Halifax, and Co.
Bischoff Bridge Mining Association	10s.	15	Williams, Deacon, and Co.

DIVIDENDS.

West Cornwall Mines Investment Company	1s. per share	July 8.
Anglo-Gilman Mining Company		July 5.
Llanelli Railway and Dock Company	6 per cent.	July and Jan.

NOTICES TO CORRESPONDENTS.

We regret that an accident last week was the cause of the transmission of a small portion of our impressions being delayed until Monday's post. It was purely accidental—being connected with the working of the steam-engine—and therefore no fault is attributable to any of the parties employed.

WEST COKE MINING COMPANY.—THE EDITOR.—We defer carrying our intentions into effect this week, as, upon reflection, it might be said at a future period, that our exposure might be construed into intimidation—i.e. should the action be brought into court. We cannot but lament the delay, as we were perfectly ready and willing to meet the question.

WIND MACHINE.—The drawing referred to in Mr. Concanen's letter, which appeared in our Journal of the 24th of June, is in the hands of the engraver, and will be introduced in our Supplement of next week, with remarks on its application.—Mr. C. will, perhaps, communicate further in the interim.

The letter of Messrs. G. and W. Bursill, on "Explosions in Mines," has been received.

RIO DOCE COMPANY.—We have received two letters with reference to this company, but having expressed our intention last week of not giving insertion to further communications on this subject, our correspondents must not complain. To CORRESPONDENTS.—The reports of the meetings of the Bolanos and Real del Monte Mining Companies, must be deferred until our next, from our desire to accompany them with an abstract of the reports presented, for which we have not space this week.

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, JULY 8, 1837.

It is now some months since we cautioned the holders of shares in Scrip Companies, on the probable abandonment of many of the projects to which public attention had been directed, while we endeavoured to point out the imprudence of too hastily arriving at conclusions, or of being made the dupes of designing parties, who, by creating a disgust in the minds of the shareholders, depreciate the market value of the shares, and thereby are enabled to accomplish the object which they alone have in view—that of securing to themselves the property at a reduced cost. Unfortunately each week teems with reports of meetings which too fully corroborate the correctness of the views we entertained.

The meetings of the "Hayle Consols Mining Company" and the "British Tin Mining Company" this week, present additional evidence of the callous insensibility, in the one instance, on the part of directors; and in the other, on the part of proprietors, to public opinion, or indeed, we might add, to all principles of honesty or justice. We regret to say, that it is the continued repetition of scenes of this nature, with the same actors displaying their powers of oratory, which reflects so much discredit on Mining enterprise, and disgusts the honest shareholder, who may well be ashamed of the association which he has formed, and who, by absenting himself from meetings of this nature, leaves a power in the hands of a few which certainly is not applied to the protection of the interests of the many. Of the line of conduct which has been pursued in the proceedings of the "Hayle Consols Mining Company," it is not our intention on the present occasion to speak. We are not ignorant of the real position of that company, or of the nature of the charges preferred against the direction, but as the points in dispute are the subject of a reference which, we trust, may in the end prove to be conducive to the interests of the company, we shall defer such observations as appear to bear on the question at issue until the report of the arbitrators shall have been made, and which we earnestly hope may be of a nature to render further reference to the affair unnecessary.

It is not our desire to advert unnecessarily to subjects of this nature, fully sensible of the injury it is calculated to do to the company and to the proprietors generally, and therefore withhold our remarks until we see whether the results attendant on the reference demand them for the advantage of the proprietors at large, and for the security of the public. The proceedings at the meetings of the "British Tin Mining Company" have so frequently been before the public—they have so often been characterised by personal acrimony and vulgarity of language, with a total disregard of gentlemanly feeling, or business-like habits, that we feel it is placing certain of the scrip-holders in a position which confers infinite honour on them when their speeches are reported in our columns. We certainly avoid the grossness of language which embellish their addresses, while it is impossible, were we so inclined, to do justice to the violence of action with which they are accompanied, or the absolute disregard of all principle which pervades their conduct. The meeting, as constituted on Wednesday last, no more represented the interests of the proprietors at large than it did those of the Bank of England. Many were there who doubt whether they possessed a single scrip certificate, but who, by their outcry, evinced a strong desire to depreciate the property in public estimation, when they might find it to their interest to "get in," then make a call, forfeit the shares, divide the property, dispose of it, or carry it on just, as might be found most profitable.

It was not at the meeting deemed necessary that scrip certificates should be presented, as proof even of holding; each resolution was determined by a show of hands, it being a matter of doubt whether the hand upheld could have exhibited in its grasp one certificate, while the large shareholder (for one we heard state held 400 shares) had no greater interest represented than that of the nominal or imaginary holder of five shares. This, however, is not unusual—it is one of the natural consequences of the Scrip System; while the violence manifested by parties at these meetings, (who must be sensible, if they have no ulterior objects in view, of the injury they not only inflict upon their co-proprietors, but which they themselves sustain) as we have already observed, naturally disgusts the capitalist, and is highly calculated to destroy the Mining interests.

As a slight evidence of the sense of justice entertained by some of these gentlemen, we may observe on the course pursued at the meeting, and if we devote more space on the present occasion than should to our readers appear meet, we have only to offer as an apology the desire we feel to get rid of a subject, the consideration of which is as offensive to our feelings, as it is injurious to their interests. But at a moment like the present, when excitement and a desire to abandon concerns generally is evinced, without one saving clause being introduced into the "deed of settlement," it is our duty to expose chicanery, to endeavour to rally the drooping spirits of the adventurer, and at least to uphold the cause in which we are embarked, and which requires only the application of common prudence and honesty of intention, to secure a fair chance of success.

At the meeting of the "British Tin Mining Company," the directors having assented to the proposition that a committee should be appointed to investigate the accounts of the company, and generally to examine into its affairs, proposed that a call should be at once made, but which should not become payable until six weeks from the present time, it being understood that no portion of such call should be applied to the prosecution or extension of operations at the mine, without the sanction of the committee. The Chairman observed that the directors had already incurred liabilities to the extent of £1140 (to which, of course, the proposed call would be applicable), while the funds at their command did not exceed £350; but no: this very reasonable request, that a call to become due in the middle of August, which would afford ample time to the committee to make their report, was met by a decided negative—some of the scrip-holders, however, stating that they would hold the directors harmless; but, at the same time, exercising, in this particular instance, a degree of caution and prudence, in not rendering themselves liable by any written undertaking. So that, in the face of a debt upon the Mine, to the payment of which the Directors were subjected, these proprietors modestly required them to incur further liabilities without rendering themselves, in the slightest degree, responsible. Indeed, one worthy proprietor, who took an active part, and is one of the members of the committee of inquiry, observed, "that the idea was absolutely preposterous, to think that he should render himself responsible;" although he had no hesitation in requiring that the directors should, without any guarantee from the proprietors, subject themselves to further claims from the prosecution of the undertaking.

A scene calculated only to reflect discredit on the principal actors, took place antecedent to the adjournment of the meeting, during which the committee modestly requested the directors to pay the expenses they might incur; and in closing our remarks, we have only to repeat, that meetings of this nature—while they may be treated as a farce (which they really are) by the disinterested party—partake of a more tragic denouement to those whose capital is embarked. They afford additional characteristics of the drama of life, but they do little credit to those who figure in the scene.

On a former occasion we offered some remarks on the present defective system of investigating the merits of competing lines of railway, by Parliamentary committees, and instanced the Brighton lines as an illustration of our views. We are now induced to return to the subject, from reading the report of the military engineer appointed to examine and report upon these lines, pursuant to an address of the House of Commons to his late Majesty, dated 30th May last, and also from glancing over the ulterior proceedings of the House founded upon this report.

The contest between these lines has now occupied two sessions of Parliament, and a sum amounting, we believe, to somewhere about £300,000, has been spent in mere preliminary proceedings, with a view of ascertaining which of the proposed lines was best adapted to promote the public benefit. It appears, however, from the measure before alluded to, of referring the subject to a Govern-

ment engineer (a proceeding of which we remember no former precedent) that but little confidence was placed in the decision obtained, after this great loss of time and enormous expenditure, and that the result has finally been allowed to rest upon the judgment of a single competent and impartial individual. This circumstance may be said to speak for itself, and to declare, in language which requires no comment, the inefficiency of Parliamentary committees to determine many of those practical and technical points which are involved in the discussion of railway bills—a judgment for which, however, according to the present system, the shareholders are condemned to pay a most enormous price.

Were we to investigate the whole of the proceedings with reference either to these or many other lines of railway which have come before Parliament during the last two sessions, it would not be difficult to point out many circumstances highly deserving of censure and exposure, points to which we have indeed on more than one occasion adverted in terms sufficiently strong. Criticism of this kind, at the present period of commercial depression, would however be ungenerous and ill-timed, as similar events are by no means likely to occur again, till time has elapsed, sufficient not only to restore our commercial prosperity, but also to obliterate all remembrance of the wild speculation of the last two or three years, and of the disastrous results by which it has been followed. With these feelings we shall abstain from comments upon the folly which has been exhibited in railway adventures, and which have detracted so much from the public estimation of which these useful undertakings are deserving, when carried on with caution, and by fair and honourable means. We shall, therefore, endeavour rather to draw beneficial results from past experience, than indulge in useless and unavailing censures on what cannot now be recalled, and is at present unlikely to occur again.

To the enormous expense of Parliamentary committees, and the doubtful result obtained by their investigation, we have already adverted, and the great necessity for change in this respect must be evident to all who have given the least consideration to the subject. Certain functions, and those of a highly important nature, we doubt not these committees, even as at present constituted, are fully competent to perform. We believe that no better tribunal could be instituted, to decide upon the expediency of forming a railway communication between any two places—upon the probability of its affording remunerative returns—on the manner in which it is likely to affect existing interests, and many other points of equal importance. With the examination of subjects like these, which fall directly and appropriately within the province of a legislative assembly, the duties of the committee should end, while some competent tribunal (how constituted we will not at present undertake to say) should take cognizance of the technical and engineering details which are involved. By such a mode of proceeding, the business of railway bills might be greatly facilitated, and while both the time and expense at present requisite would be much reduced, the results arrived at would be far more accurate, more satisfactory, and more beneficial both to the public and the shareholders.

To take a correct and comprehensive view of all the engineering details connected with works of this kind, and to form a sound and mature judgment upon them, requires a degree of knowledge both practical and scientific, which long study and experience alone can give. It has been most truly, though sarcastically, observed, that "there is no Royal road to mathematics;" and, in the same manner, we would say, there is no short cut—no happy intuition by which either Peers or Members of Parliament can arrive at that knowledge which professional men can only attain, after years of study and practical experience. Why, then, should we not have here that division of labour—that judicious apportioning of different departments to those best qualified to execute them, which is followed in all other cases, and which is indisputably attended with such beneficial effects?

It is but justice to the committee on the Brighton lines, to acknowledge that their decision was confirmed by the military engineer, and was, therefore, doubtless a correct one; but it must be also remembered, that, to arrive at this conclusion, the committee sat the greater part of two sessions of Parliament, and these proceedings cost, as we have already stated, the enormous sum of 300,000l. The appointment of a Government engineer is dated June 2d, while the report of Captain ALDERSON, the gentleman to whom this duty was confided, is dated the 27th of the same month—a period of little more than three weeks; while the expense attendant on his examination of the subject, must evidently have borne not the slightest proportion to the sums before fruitlessly expended to effect the same object.

From what has now been stated, the necessity of some alteration in the present mode of proceeding with reference to Railway Bills, must, we think, be apparent; for while it is the duty of the Legislature to check rash and injurious speculation—it is equally important that every facility should be afforded to all legitimate and useful undertakings. With an approaching dissolution in view, perhaps something of the kind might even be effected during the present session—some measure which would prevent the recurrence of the strange anomalies which have latterly taken place, and put Railway Bills upon a more secure and satisfactory basis than they now stand. The practicability of this is, however, doubtful; but we do hope that early attention will be given to the subject, and such improvements be effected in the present system, as will afford the necessary protection to the public against the execution of fraudulent or immature projects, while the shareholder will be, as far as possible, relieved from the large expenditure and vexatious frivolity which are inseparable from the present mode of conducting the business. There are many other points connected with the subject, to which we may hereafter advert, but the one now touched upon is, perhaps, that which has the strongest claims to immediate attention.

We beg to direct attention to the letter of Mr. JOHN TAYLOR, on subject of the improved method of reduction of gold ores practised in Russia. Any remark we might make could not give force to the observations of that gentleman, whose ability and practical

experience in these matters are so universally acknowledged, but with the recommendation that its adoption should not be too hastily determined on, or correspondent advantages calculated upon, when the same facilities do not exist, or without the management devolving on men of undoubted ability and practice, we cannot but express our ready concurrence. We hope next week to be able to afford additional information on this interesting subject; it is, however, the observations of those acquainted with the various descriptions of ores, and who, therefore, are competent to put an estimate on the value of a discovery, as being applicable to the mines of other countries, which are to be held in estimation. We last week inserted a letter from Mr. STURZ, and hope our correspondents will not lose sight of the importance and interest of the same subject.

THE FUNDS.

CITY, FRIDAY EVENING.

In the British funds throughout the week, there has been no fluctuation of any moment, the market has shown a degree of firmness which leads to the expectation that the present prices will be fully maintained, while Exchequer bills have advanced from 31 to 39 pm. In Consols the rise has been about $\frac{1}{2}$ per cent. with a slight reaction. The principal feature in the foreign market has been the advance, and subsequent fall in Peruvian Bonds arising from the announcement that they would be received by the Government in part payment of duties, &c. A slight error in the translation of one-third for one-fifth was however discovered, and a decline subsequently took place of 5 per cent. with but little business doing. Spanish and other foreign stocks continue much the same.

Money has not been so plentiful in the commercial circles, although there is an evident improvement and confidence in some degree restored. Business to some extent has been done in railway shares, of which many have changed hands, the market however closing at depressed prices; Birmingham and Derby after advancing from 3 to 6, closed at 4. Great Western marked 59, have since been done at 53, but leaving off better. London and Brighton have also fluctuated about 21. per share. London and Birmingham are 41. to 51. per share flatter, and London and Croydon have receded to 2 dis. Mining shares occupy but little attention. At the meeting of the London Dock Company, a dividend of 1 $\frac{1}{2}$ per cent. was declared, and at that of the European Gas, a dividend of 2 per cent.

The accounts received from America, by the *Hibernia*, which arrived at Liverpool yesterday, are of a favourable nature: trade is said to be improving, and large sums were ready for shipment to England. The *Hibernia* brought, on freight, 30,000 dollars in specie; the *George Washington* has on board 500,000 dollars, and the *Quebec* 800,000 dollars.

The foreign exchanges continue much the same; Paris, 25 90 to 25 95; on Amsterdam, 12 5 $\frac{1}{2}$ to 12 6; on Rotterdam, 12 5 $\frac{1}{2}$ to 12 6; and on Hamburg, 13 14 $\frac{1}{2}$ to 13 14 $\frac{1}{2}$.

The premium upon Exchequer Bills now is quoted at 38 39; the same with India Bonds. Consols for money at 90 $\frac{3}{4}$ ex div.; and for the op. at 92 $\frac{1}{2}$. The heavier British securities are firmer, the Three-and-a-half per Cent. Reduced Annuities having advanced to 98 $\frac{1}{2}$, and the New Three-and-a-half per Cent. to 97 $\frac{1}{2}$. India Stock is 258 money.

Spanish Bonds are quoted at 21 $\frac{1}{2}$; Portuguese Three per Cent., 27 $\frac{1}{2}$; Brazilian Bonds, 84 $\frac{1}{2}$; Chilean, 31; Colombian, 23 $\frac{1}{2}$. Peruvian Bonds are quite deserted. Dutch Stock, 52, and the Fives, 99 $\frac{1}{2}$.

Very little has been done in the share market to-day. Great Western are 10 pm.; Stephenson's Brighton, 2 dis.; Gibbs's are quoted at 12s. and 13s. per share; Rennie's, 1 dis.; and Birmingham, 58 pm.

LATEST INTELLIGENCE.

CAMBRIDGE, JULY 6.—Average standard, 991. 1s.—Average produce, 7 $\frac{1}{2}$.—Average price, 51. 1s. 0d.—Quantity of ore, 4325.—Quantity of fine copper, 340 tons 4 cwt.—Amount of money, 21,777. 0s.—Average standard of last year, 964. 5s.—Produce, 8 $\frac{1}{2}$.

ORIGINAL CORRESPONDENCE.

NEW PROCESS FOR EXTRACTING GOLD.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The following information respecting the extraction of gold in the Russian dominions, I have lately received from an intelligent and well-instructed officer of mines in the Emperor's service, and as you are properly anxious to be informed on the subject, I send it to you:—

"Knowing very well the deep interest you take in all scientific discoveries, especially in the mining and metallurgical departments, I thought it might be agreeable to you to be informed of a new discovery made in the Uralian Mountains, in the method of extracting gold from the alluvial deposits. In the official letter received in Paris, I learned that the following curious comparative experiments were made in the extracting of the gold from the sand, by Mr. Anossov:—

1. "By the common method of washing used in all countries having gold (stream-work).

2. "By the amalgamation—the method similar to that employed in Hungary in gold mines.

3. "By the damp way, or dissolving the sand in acids.

4. "By melting the sand in the blast furnaces.

"Those experiments were made by the order of the Minister of Finance, Comte Kancrin, to the end of ascertaining the exact quantity of gold contained in a given quantity of sand, and extract the gold from the very middle of the grains.

"By the second method, they obtained eight times more gold than by the first (common system).

"The third method produced four times more gold than the first; but by the fourth method, that is to say, by melting the sand, twenty-four times more gold was obtained than by the washing system.

"In that process the produce of the melting is an alloy of cast-iron and gold (fonte aurifere), from which the gold is separated by the means of sulphuric acid. By putting this last method into practice, we shall obtain yearly 8000 pounds (sixty-two pounds equal to one ton) of gold instead of 400, from the same quantity of alluvial deposit. But the conservative principle, applied to the national wealth, made the Government adopt the plan of only a moderate increase of the annual produce of gold, and securing thus a longer existence to the alluvial deposits."

The statement as to the difference produced by the modes of treatment may appear startling at first, but it may be considered as more probable if we take into account the nature of the substance in which the gold is enveloped. The produce of smelting we see, is an alloy of cast-iron and gold, indicating that, as is very usual, the substance accompanying this gold is iron. Now, to say nothing of the very imperfect results which can be obtained by the old method of washing, if we consider the ingenious application of amalgamation which is mentioned, we shall at once perceive, that every particle of gold which is wrapped up in iron must infallibly escape the action of the mercury, and it is not difficult to imagine, that a very considerable proportion may be so deflected. Let the whole, however, be reduced by fusion, and all the metallic part will then be brought together and separated at once from the earthy part, and consequently, little or none of the gold can escape. Thus, we may account for a very considerable difference in the results of the processes that have been employed. The separation of the gold from the iron by sulphuric acid, is not likely to produce any waste of the precious metal.

It is anticipated, I know, that this improvement may be extended to other gold-producing countries, and I have no doubt but it may in due time; but it should be recollected, that smelting is a very expensive and tedious process in some of these countries, partly from scarcity of fuel, and partly from very imperfect methods for producing the necessary blast, by which it happens that the degree of heat required is difficult to obtain. Improvements may be made so as to remedy some of these defects, and one important one, I believe, would be the application of the hot air blast; but those who know what the difficulties are in making alterations in established processes in some of the countries to which these observations are applicable, will see that considerable time may be required to accomplish the object, and the selection of very judicious and well-instructed agents to carry the necessary measures into operation.

To any who may be considering the subject with a view to adopting the use of this discovery, I would also suggest, that the chemical separation of the metals, is an operation which must be directed by one possessed of considerable skill and experience, and that it can only be done where sulphuric acid, or substance not easily transported, can be supplied in sufficient quantities. If the alloy be rich enough to bear the charge of

carriage, it might be better to send it to places where the requisite skill and materials can be had with facility, but here again, the fiscal regulations of different countries may oppose an obstacle.

I merely throw out these hints that persons who may wish to avail themselves of the advantages held out by this process, may be prepared to meet the difficulties that present themselves, and to set about the undertaking in a manner most likely to ensure success.

I am, Sir, your obedient servant,

Chatham-place, July 6.

JOHN TAYLOR.

HOT BLAST.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your Number of the 24th inst., your editorial article touches on a very important subject, namely, the process of separating iron from the stone or ore. This is a subject that your highly useful paper cannot too often bring before the eye of a mechanical community.

Within the last few years, a total change has taken place in this most important process, and the system of what is called "Patent Hot Blast" is being universally adopted.

As a cast-iron founder, Mr. Editor, I find from dear-bought experience, that this same "Patent Hot-Blast" pig-iron is sadly deficient in point of strength, compared with pig-iron made in the good old way. Perhaps it may be the opinion of your readers in general (at least those of them who belong to the scientific world), and the iron masters and patentees in particular, from the above remark, that the writer hereof belongs to what is termed the "old school." This he hesitates not to deny, and would, therefore, as a plain practical founder, beg leave to put one or two plain practical questions, with the view of bringing the subject under the investigation of men devoting their time and talents to the improvement in science, which, I apprehend, means the improvements of our national manufactures.

1st. What can be the reason that my cupola man can (seemingly with great ease) take up a No. 1 "Patent Hot-Blast" foundry pig, and break it across his knee?

2nd. What is the reason why, in charging for a casting of five tons weight, for instance, we find it necessary to charge with six tons, whereas five tons twelve and a half cwt. of cold-blast pig used to be quite sufficient?

3rd. What can be the reason why all the founders have been obliged to increase the size of all patterns for castings that are likely to be subjected to much torsion or friction, since the use of the patent has become general in this country?

Mr. Editor, these questions arise out of facts that have been for more than two years impressed on my observation, very much to my own hurt as well as that of my customers, some of which never fail to anathematise the "Patent Hot-Blast" and its inventors at the settlement of each account.

From the fair-play nature of your paper, I believe this subject will be taken up and discussed, consequently light may be thrown on a subject that yet remains a mystery. That it has been a valuable discovery to the patentees and iron masters can never be doubted. But it still remains to be shown where and how the public have been benefited by the invention.

I have still a few queries of practical utility to put, if satisfactory reasons are assigned to the above—reasons not founded in theory and chemical nomenclature, such as "excess of carbon," "carburetted hydrogen," and other incomprehensible phenomena, but such reasons as will show what has become of the obdurate toughness of the genuine Scottish cold-blast pigs.

I am, Sir, your most obedient servant,

A FOUNDER.

MINING CORRESPONDENCE.

ENGLISH MINES.

WEST WHEAL BROTHERS MINING COMPANY.

The part of the lode cut into at the forty-three, is from four to five feet wide, producing good stones of tin—in appearance very much improved. The sumpmen are still employed cutting towards the south wall, which is likely to be completed in a few days, so as to drive on its course east and west. There is a very good leader of tin in the winze, sinking under the forty-three, about five inches wide; the other part of the lode, about twenty inches, impregnated with tin. This is a good indication, as it is better than in the back of the same level, and the lode stronger, with good tin in the forty-three.

J. CARPENTER.

TAMAR SILVER LEAD MINING COMPANY.

July 3.—All our pitches, seventeen in number, were re-let on Friday last, our monthly setting day, on better terms than before. The lode in the shaft continues about nine inches big, and to produce good work. The lode in the eighty-five fathom level is much the same as reported in my last. The lode in the seventy-five fathom level is increasing in size, and continues to produce very good work.

MARK JAMES.

EAST CORNWALL SILVER MINING COMPANY.

July 3.—I beg to hand you the account of our proceedings of last week, with the state of the mine; we have driven east, at the twenty fathom level, about four fathoms; the lode in the present end is about four inches wide, but poor. The lode in the bottom of the ten fathom level is about nine inches wide, producing some good stones of silver, but not a great quantity; the lode in the back of the ten fathom level is about ten inches wide, but poor.

RICHARD BENNETTS. JOHN WILLIAMS.

PERRAN CONSOLIDATED MINING COMPANY.

July 3.—Herewith I beg to hand you our usual weekly report of the mines, as follows:—At the twenty fathom level driving east of the Great Engine-shaft, Mudge's lode—not of late presented a more promising appearance than for some time past, being large, and producing stones of lead. At this level, driving west of said engine-shaft, the lode is also large, and yielding stones of lead. At the Flat-rod engine-shaft, we have fixed the footway, and divided the shaft from the twenty to the thirty fathom level, and are now ready to begin to cut the winch-plat. At the twenty fathom level, west of the Flat-rod engine-shaft, we are proceeding with raising against Champion's shaft, and will be of great moment when communicated, giving an additional productive ground to be taken away on tribute. At the ten fathom level driving west of Champion's shaft, on Anthony's lode, it is three feet wide, mixed in blade, soft spar, muddie, and lead. With respect to the tribute department, the several tributaries (speaking generally) are, we hope, getting wages. The ground, in driving the south cross-cut, at the adit level, is very favourable. At Rose we have, in the cross-cut, a stratum of ground we consider congenial to tin. At Wheal Hope and Amelia we have nothing new since last reported.

RICHARD ROWE.

TINCROFT MINING COMPANY.

June 28.—I am now more than ever convinced that the East Pool lode comes into this set from East Pool mine, passing through a part of East Wheal Crofty set before it enters this; in that part the East Wheal Crofty people are working on a good copper lode, which is drained by the East Pool engine. I now propose, by your permission, to sink a shaft to get down on the same lode in this set, after we shall have dined the East Wheal Crofty workings leading towards us. I am fully persuaded the north part of this set is well deserving notice, and I shall feel obliged by your sending me authority to open on the East Pool lode in this set. With respect to this part of the mine, the different stops continue much the same as for some time past. The eighty-one fathom has very much improved since my last; the end will now produce about six tons of copper ore per fathom. We have also a good lode in the winze, which we have but just commenced sinking under the 100 fathom level. The 110 fathom level (east, for the whole size of the lode, produces work of a fair quality. Our pitches continue much the same as usual: our surface work is all going on very satisfactory.

WILLIAM PAULE.

WEST WHEAL JEWEL MINING ASSOCIATION.

July 3.—We have cleared up the fork, &c. at Buckingham's shaft; it is about five feet under the thirty fathom level. The lode in each end of the shaft is from twelve to fifteen inches wide, composed of bunches of black ores, spar, prion, &c. The lode in the thirty fathom level east has a good appearance, being a mixture of prion, gossan, and black ores. In the twenty fathom level west, we have cut through the limb of the cross-course; here we have a good branch of black and grey ores: we expect this will continue as far west as the other limb, which may be from six to eight feet— we think it is favourable for finding ores on the western side of the cross-course. Driving the deep adit west, on Morcom's lode; its appearance is just the same as last reported.

M. WILLIAMS.

ENGLISH MINING COMPANY.

July 4.—Accompanying are the various monthly documents for May, and setting reports for July, to which latter I must refer you for the present state of our underground operations. The new pitches set at the survey for June, have not turned out so well as was expected; the ore ground, however, on Callaway's lode, is so remarkably changeable, that we can by no means calculate what even a day may bring forth. The rich pitch, on Humphries' lode, is not looking altogether so well as it was. The increase, or otherwise, of the various tributaries will guide you in forming a judgment as to the state of the ore ground generally.

H. HUMPHRIES.

EAST WHEAL STRAWBERRY MINING COMPANY.

July 3.—Saturday, the 1st inst., was our general setting day, and we set five tribute pitches, in addition to seven not out for the survey; also five tribute bargains, and are going on tolerably satisfactory in the various departments. The ground in the cross-cut, at the thirty-five fathom level, is rather harder than when last reported. The men at the twenty-five fathom level have been employed during the past week in cutting a plat, and in opening it have made some improvement on the lode, and from this discovery we have been enabled to set a new pitch, at 7s. 6d. in the pound. At Orchard, the lode in the sixteen fathom level is about two feet big, saving work for tin. The lode in the twenty-four fathom level is about one foot and a half big, producing small quantities of tin. The sump-shaft that we have for some time contemplated sinking from the twenty-four fathom level to the thirty-four fathom, we set at 6d. per fathom, and having put six good labourers, we hope to proceed regularly with the work, so as to enable us to attain the object we are aiming at in a short time.

F. EVANS.

ROCHE ROCK MINING COMPANY.

July 3.—On Saturday morning I arrived at this mine: have suspended all the tutwork and other cost that is not absolutely necessary. We find the six sumpmen will be wanted next week, in order to break up the bottom of the level. The following are the pitches now working:—Three men, thirty fathoms level, 7s. tribute; three ditto, forty fathoms level, 14s. ditto; three ditto, fifty fathoms level, 10s. ditto; two ditto, forty fathoms level, 13s. Ad. ditto; five ditto, sixty fathoms level, 13s. Ad.; three ditto, forty fathoms level, 12s. ditto. A little difficulty exists respecting the bargains that are not completed, but we will do the best we can by them. The men appear more willing to take tribute than they were—we shall set as low as possible. No materials will be bought, except the candles for the tributers.

SAMUEL ROBINS.

GWINEAR MINING COMPANY.

July 1.—I annex a statement of our setting this day at Parbola. You will notice, from the prices given in driving our cross-cut north and south of Harden's shaft, at a twenty fathom level, to unwater the old workings, and to prove the lode at that depth, that the ground is uncommonly favourable; and I have the satisfaction, at the same time, in stating that it requires no expense in timber. We have about six fathoms to cross-cut north to the lode, and twenty fathoms south to the first copper lode; but to the principal lode, as appears to us at present, from what we have seen of the drivings at adit, we shall have about fifty fathoms. The adit is so shallow (only about six fathoms), that we can hardly define the underlay, but the underlay of the lodes we have seen, seem to incline north.

C. N. BEATER.

ALBION MINING COMPANY.

July 4.—I cannot lay before you the size and appearance of the lode in the seventy east to-day, as I was unable to inspect it, in consequence of some water being in that level, occasioned by the breaking of the bucket-rod this morning. The lode in the sixty, east from Nicholson's shaft, is two feet wide, composed of spar and a little ore. The same level, north from shaft, since my last we have met with another part of the lode; at present it is producing large and good stones of ore. The lode in the forty-seven east, on the south part of the caunter, is fifteen inches wide, composed chiefly of spar. The lode in the winze, under this level, is two feet and a half wide, producing stones of ore. The lode in the forty, east from Nicholson's, is from ten inches to a foot wide—poor. We have sunk the shaft at Mithian below the surface, on the new lode, seven fathoms. At present we are carrying the shaft, about three feet and a half wide, and have met the south wall; it is composed of gossan and spar, and produces excellent stones of ore; we find the lode underlays south, about two feet six inches per fathom. We find, according to calculation, we shall have to drive south from our south shaft to cut this lode at th: adit level, from twelve to fourteen fathoms only.

JOHN MIDDLETON.

UNITED HILLS MINING COMPANY.

July 4.—New Engine-shaft.—We cannot report any alteration in this shaft since our last communication. Twenty-five Fathom Level.—The lode in the rise continues large, and ground favourable. Lode in east end one foot wide, with stones of ore. Lode in western end two feet wide, good for ore. Adit Level.—The lode in this level is from eighteen inches to two feet wide, but does not produce much ore. Adit Level.—Lode in the winze is about two feet wide, with stones of ore in it; no alteration in the western end since last reported. Ten Fathom Level.—Lode in the winze, sinking near the eastern end is about two and a half feet wide, producing ore of a low quality. Twenty Fathom Level.—Lode in the east end is four feet wide, but does not produce much ore. Twenty-one Fathom Level.—In the winze the lode is large, we carry about two feet full of the north part, which produces good stones of ore. The western end lode is two to three feet wide. Twenty-seven Fathom Level.—The lode continues very large, but not taken down since last reported, but shall now proceed to do it. Thirty Fathom Level.—Lode in this level is about four feet wide, eighteen inches of which is very good ore, and has a more favourable appearance. Thirty-six Fathom Level.—The lode in this level continues large, but coarse in quality; no lode is yet discovered in the cross-cut worth mentioning, they are mere branches.

C. PENROSE.

ST. HILARY MINING COMPANY.

July 1.—I have nothing particular to communicate relative to our operations in Wheal Leeds, during the present week. Fifty Fathom Level East.—The lode continues productive, at present fifteen inches big. Fifty Fathom Level West.—The ground in the end is improved, we have not taken the lode down as yet. Sixty Fathom Level East.—The lode in this end is twenty-two inches big, scattered throughout with ore, not rich at present, but improving—ground as when last reported. Sixty Fathom Level West.—The lode at present is about ten inches big—the ground continues hard. Winze under Fifty West.—We have sunk about eighteen feet—the lode is about twelve inches big, and ground moderate.

C. N. BEATER.

TRELEIGH CONSOLS MINING COMPANY.

During the last week we have been busily employed, night and day, in fixing the lift in the engine-shaft, consequently, there is but little alteration in sinking; the ground continues good, and I think we may safely calculate on seeing a productive lode at the junction. In Shauger shaft, under the twenty fathom level, the lode is twenty inches wide, of a good appearance. In extending the twenty fathom level west, on the south lode, we continue to break good work, and are leaving a back and bottom of tributaries ground. The present end produces more ore than we have ever seen in it before; the ore part is eight inches wide, besides a dredgy lode, ten inches more. From this level we are constantly saving good ore. The east end is not yet settled from the cross-course, but the lode is beginning to resume its former appearance, and is about twelve inches wide—saving work to dress. The pitch over this level, in the bottom of the ten, is producing ore, as is the pitch on Maria lode; and in a short time I hope to cut out some more tributaries ground, both above and below the twenty fathom level at Shauger, and on Maria lode, by perseverance, I have no doubt of at last being successful. The north lode is much the same as named in my last report, a spar lode, with good stones of ore. The ten fathom level, at Christoe, is looking better than it has for some time past, but not rich; in sinking the shaft before it, which is down within three fathoms, the lode continues in two parts, but from the dip I expect them together about the ten fathom level.

W. SINCOCK.

BRITISH TIN MINING COMPANY.

July 3.—Herewith you will receive my report on the operations of this mine, from the 26th of June to the 3d of July, and the result of our setting for July. Twelve Fathom Level.—The ground in Osborne's cross-cut is not so favourable; set to four men at one farthing per fathom. Set the back of the twelve fathom level, on Fagan's lode, west of the engine-shaft, to stop by two men, at 19s. per fathom, to work as shall be directed. Twenty-two Fathom Level.—The ground in west end, Fagan's, is much the same, the lode is about two feet six inches wide, producing tolerable work. This end is improved, set to two men, two fathoms at 31. 10s. per fathom. The ground in east end, Fagan's, is just the same, the lode is about two feet big, and tinny, set to two men, one fathom at 51. The ground on the new caunter is eased, the lode is from eighteen inches to two feet big, producing tolerable work, set to four men, two fathoms at 21. 5s. per fathom. Thirty-two Fathom Level.—We are still cross-cutting the lode at this level. The lode is tinny, and has a promising appearance, set to eight men, at 101. per fathom. Smith-work set for two months, at 31. 10s. per month, as per former agreement. Although we shall move the stamping engine by steam, on Wednesday, it will take us some days before we can get all right.

J. BRAY.

CORNUBIAN MINE.

July 1.—In giving the report of this mine to-day, I beg to observe that the sixteen fathom level, on the west caunter, is not as well as it has been, but the lode is still large, and looking very kindly; and I think that we shall have a good lode there soon. The sixteen fathom level west, on Chiverton lode, is suspended until the new engine is got to work. The sixteen fathom level east, is holed to the winze; the lode in this end is small at present, but not without lead; and it appears now very plain that the lead is dipping east, and likely must be driven some fathoms more before we get into so good a course of lead as we had above. We shall make some proof of this before the month ends, as we have set a pitch to the west of the winze, to be worked by six men, at 20s. per ton (and a fair price for the tributers). In our cross-cut, at sixteen fathom level, from shaft to the west caunter, we have cut a good branch of lead in the end, and I expect that, by Monday or Tuesday next, they will hole to the west caunter, and then we shall set another pitch there. We cannot speak of any improvement at the eight fathom level, on the east caunter, neither on the Chiverton lode. In mentioning the quantity of lead raised every week, the directors should know that sometimes we do not break any lode in the course of the week, or very little; the tributers in that time are engaged in what we call desuing the lode, that is, opening

on the lode, and the following week we may break down the lode, and raise five times as much as the week previous, though perhaps the prospects of the mine are not better than before. In the last week we have not raised much lead, but the next week I think we shall double our raisings of the present week, and if you would allow me to give a report of the lead raised twice a month, I think we could give you a more correct account and greater satisfaction.

The following reports were read at the general meeting, which were noticed in our last, and deferred for want of space:

June 17.—I feel great pleasure in informing you that the present appearance and prospects of this mine are very encouraging, and it can be fairly stated that she is improving every week, and from the appearance of the lode in the bottom of our levels, which exhibit courses of lead large and rich, we are with propriety enabled to recommend to the directors the necessity of erecting an efficient steam-engine, for the purpose of sinking for other levels below the present, and further state that every day's delay will prove injurious to the interests of the company. I will not trouble you with the particulars respecting the different ends and levels, but refer you to the underground captain's report, which accompanies this. From the appearance of the eight and sixteen fathom levels, I calculate that from 300 to 350 tons of lead may be raised from the same by the aid and power of our present steam-engine, which may be done during the time necessary for erecting another steam-engine of larger power, and of putting down a new shaft to a new or twenty-four fathom level, driving cross-cuts, &c., which work may be effected, by proper attention, in four or five months. By the above produce from the eight and sixteen fathom levels, it may be fairly calculated that the expense of putting up the engine, house, stack, purchase of engine, fixing the same, pitwork, sinking new engine shaft, footways, cross-cuts, &c., may be met in the same time, and leaving a profit of from one to two thousand pounds beyond the required sum, in addition to about 250*l.*, which we may calculate to be our balance in hand to the end of May. I would not recommend any steam-engine of less power than from a fifty to a sixty-inch cylinder, and no time should be lost in procuring the same.

H. F. STEPHENS.
June 17.—In reporting to you of this mine to-day, I beg to observe that, at the sixteen fathom level, we have driven on the west cauter from the east and west lode, about seventeen fathoms, and the lode at the present time making as good appearance, or rather better than it has since we commenced driving on it, and I doubt not but it will be productive for a greater length still, as it has got the appearance of a good lode in every shape. The same level west is without alteration for the better. The same level east I mentioned in my last report, that in consequence of the wetness of the end, they had gone to the south of the lode; but we have turned in a northerly direction, and cut a kindly lode, with lead in it, but we still keep north, and we have this day cut the cauter, with plenty of water coming from it; but as it is but a few hours since cut, we cannot ascertain the particulars of the lode (we know there is lead in it). The eight fathom level east, on the Chiver-ton lode, just the same as last reported. The same level east, on east cauter, the lode is larger, with a small portion of lead, and a fine strata of ground. The winze I mentioned in my last report, is sunk below the eight fathom level, about three fathoms, and we have raised about ten tons of lead from it; the lode is not quite as large at present, but still continues rich. I omitted when speaking of the west cauter, that the lode, all the height of the end, is from fifteen to sixteen inches wide; likewise in the back and bottom of the said level, quite as large and rich, and we expect in the course of a week we shall be able to set another pitch in the back of this level, which I expect will raise a large quantity of lead. We have on the mine about seventeen tons of lead dressed, and about twenty-eight tons undressed—forty-five tons in the whole; and I expect before we eat our Midsummer dinner, that we shall have sixty tons on the mine.

WHEAL BROTHERS MINING COMPANY.
July 3.—I have the satisfaction of informing you that we put our steam-engine to work on Saturday last; she works very steadily, and is a very good piece of machinery. The water is now drained to the bottom of the thirty fathom level, and will be in fork to bottom, so as to enable us to resume operations at the forty fathom level by Saturday, when we intend to put nine men to sink the engine-shaft to a fifty fathom level, four men in each end at the forty fathom level, and three men to drive the thirty fathom level west. Having now the means of prosecuting the mine fairly, I feel persuaded that we shall be in the market with rich parcels of silver ores in a short period.

REDRUTH UNITED MINING COMPANY.
July 3.—Our tributaries are continuing to work and rise tin stuff just as we calculated on a month since; we sampled to-day 2192 sacks, which will be offered for sale on Friday next.

HOLMBUSH MINING COMPANY.
July 3.—I beg to inform you of our setting on Friday last, and the appearance of the lode in the different bargains. The eighty fathom level to drive west, by eight men, at 6*l.* 10*s.* per fathom; the lode is one and a half foot wide, producing about half a ton of ore per fathom. The west stopes, in the back of this level, to stopes by six men, at 2*l.* 10*s.* per fathom; the lode is two and a half feet wide, producing about three tons of ore per fathom. The east stopes, in the back of this level, to stopes by eight men, at 3*l.* 15*s.* per fathom; the lode is two feet wide, producing about two and a half tons per fathom. The east end, at the eighty fathom level, to drive by six men, at 6*l.* 10*s.* per fathom; the lode is six inches wide, composed of spar, munda, and spots of ore. The sixty-two fathom level, to drive west, by six men, at 6*l.* per fathom; the lode is one and a half foot wide, composed of munda, with stones of ore. The winze, to sink below this level, by nine men, at 11*l.* per fathom; the lode is two feet wide, producing about two and a half tons of ore per fathom. The twenty fathom level, to drive east, by two men, at 4*l.* per fathom; the lode is two feet wide, composed of munda and caple, with a small quantity of ore.

NORTH CORNWALL MINING ASSOCIATION.
The following communication was addressed to a director of the "North Cornwall Mining Association," by a mining captain appointed to inspect the mines, and read at the meeting held on Monday, the 26th ult.:

Truro, June 24.—Although I shall see you so soon at the meeting, I deem it advisable to write you, as I can thus more clearly explain the result of my investigation, than by a personal communication. My deliberate conviction is, that after incurring the expenses we have done, and arriving at the point of proof, whether the mines are valuable or otherwise, to abandon at this moment would be a perfect suicide of the property. The lode we have in Wheal Hope is so large, that if we once come upon a run of lead ground, our produce would rapidly increase. In Wheal Thomas, where we have a good course of lead, the lode though small is rich; and further, with reference to the prices of metals, lead, although much lower than it has been, is considerably higher than it was some years ago, in fact, is about the price which encouraged us to begin this undertaking. Under these and other circumstances, which I will proceed to detail, I should say, if after a trial of three or four months, an important change did not take place for the better, I would be the first to recommend an abandonment of the undertaking. We are at this moment in a position of proving the new or seventy-five fathom level, in whole ground, for ten fathoms above us; to the east, by a winze gone down in lead seven fathoms, and are now raising and sinking the remaining three fathoms, to open a communication between the sixty-five and seventy-five fathom levels, expecting to effect this in three weeks time. Meantime, on Thursday last we cut the lode in lead in the latter level (establishing the existence of lead ground for probably ten fathoms deep), and should it continue for any distance in this level, we may suddenly come into large produces. When this winze is holed, we shall reduce our outworkmen, and be able to put in a larger number of tributaries. In the seventy-five fathom level west, we have not yet come into lead ground, and at the end of the present bargain for driving, it may become a question whether to continue it if we do not get the ground to the west of us—at all events not until the men now in the winze can be placed there. My plan being, while the mine is under probation in the new level, to reduce the expenditure, and see what can be done when we can put in tributaries after the winze is holed to the east. In Wheal Thomas also, we are in a similar interesting position, except that there, we have actually got thirty fathoms of lead ground in the seventeen fathom level west; and when Bell's shaft is completed, which is expected in about a month, we shall again reduce the number of outworkmen, and be able to put a large number of tributaries on actual lead ground. So also at the newly discovered south lode, if after driving a few fathoms, it does not prove ore, we shall decrease the expenses by taking off the six men there. With these various arrangements, I hope by the end of July to bring the costs in both mines down from 400*l.* to 200*l.*; and any improvement which might take place would soon pay such costs, our present raisings not being very far off the latter amount.

ROYAL POLBEROU CONSOLS MINING COMPANY.
St. Agnes, June 29.—In handing you my report of this day's date, I beg to state that our prospects on the whole are cheering. Notwithstanding the low price of tin, I have no doubt, when we get the Old Polberou at work, and our expenditure in machinery and erections considerably abated, which must evidently take place after the ensuing month, combined with the increase of tributaries, and the low figure at which men are now willing to work, but that the Polberou Consols mine will shortly class with the best mines in Cornwall. In the forty fathom level, west from Vigers's, we have commenced a rise to communicate with the thirty fathom level, on the South House lode; by doing which we shall develop the properties of the ground between both the levels, which I have no doubt will prove productive; this we hope to accomplish within the ensuing month. The fourteen fathom level, on the North House lode, is not so productive as it has been. The lode in the east end appears to be removed from its regular course, and disordered

by means of a cross vein or small cross-course having intersected it. The west end is still producing tin, and the lode kindly. The twenty fathom level, west of Vigers's, on the Pic lode, is still looking well. We have every encouragement to hope that great quantities of tin will be raised from this place, being near the great cross-course, and parallel with the run or dip of tin on the South House lode. For the particulars of different outwork levels, I refer you to the setting sheet of the 24th inst. We shall not get the horizontal rods at work at Old Polberou quite so soon as we anticipated, in consequence of waiting the result of the sales of mine materials, which have been numerous recently. By purchasing at these sales our salvage has been considerable. Our summer men will commence dropping the pitwork on Friday, the 30th inst., in the Old Polberou shaft, and the carpenters are fixing the flat-rods as fast as possible. Vigers's shaft has been sunk six feet below the fifty fathom level, and the ground appears to be getting easier in depth, consequently, we intend sinking towards the sixty as fast as possible. As far as we can see into the fifty fathom level, the ground is of a promising nature. We anticipate seeing the South House lode in the fair ground in this level also, by the end of the next month. Our sawing-mill is answering equal to our expectation. I hope to dispense with the whole of the sawyers tomorrow—this will effect a very material saving indeed. Our number of tributaries at present is about 190, and notwithstanding the great diminution which has taken place in the price of wages, which is equal to one half, or nearly so, they are generally working well, and apparently equally or more comfortable than when wages were at its zenith; consequently, we shall not be so great losers by the price of tin as might be anticipated, because materials, as well as labour, must find its level in proportion. **J. BENNETTS.**

FOREIGN MINES.

BRAZILIAN MINING COMPANY.

Conceicao, April 7.—I am sorry that its not in my power to announce our having made that progress since my last which, from the information it conveyed, you would have been led to expect. After getting the winze driven two fathoms, the water proved so much, that, although we could, I doubt not, have proceeded, considering how imperfect the examination would be, in consequence of the strata being found to lie considerably flatter (being at an angle of thirty-six, whereas above it was seventy), I decided on immediately discontinuing it, and commencing a cross-cut to Paula Santos's shaft, and pushing it, as well as the shaft itself, to the utmost, in the meantime getting a horse-engine ready to deal with the water when met. This gentleman, will call for a further exercise of your patience, but as a sufficiently extensive examination of the beds, under the old workings, could not, so as to judge of the probable value of the property, have been made until a communication with the shaft was effected, I confess, I do not regret the delay. The men are working well, and, if we soon meet with better ground in the shaft (that in the cross-cut is just as it should be), all will go rapidly forward. We shall hole certainly in three months, I hope less; that is, to the depth of the cross-cut, after which, what we may have to sink will depend entirely upon the dip of the veins, which at present, it is impossible to form an opinion of, so very irregular is it, as the great difference in the afore quoted angles will prove to you. Our cross-cut is in a bed of clay, over which is a floor of massive iron stone; under, alternate layers of iron, clay, slate, and jacting, when comes the bed of pure jacting, in which is the gold-bearing vein. It is thought, and I am decidedly of opinion, that the clay forms a barrier to the passing of the water. Should it be so (and I will soon ascertain the fact), it will greatly facilitate our future operations. A ground plan, as also section of the mine, are being prepared, and shall be forwarded as soon as possible. In Lages level, we have had many difficulties to contend with, and have at last been obliged to have recourse to the shaft to reach the vein, which I look to cut in a few days. Whether it will be found entire, or, as hitherto, riddled of its riches, remains to be proved. Much sickness has been sustained by our small party, and we have yet six miners on the list. Severe dysentery is the cause. This season is particularly trying.

W. COTESWORTH.

PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT STOCK COMPANIES.

FRIDAY, JUNE 30.

London and Dover Railway Bill.—Lords amendments agreed to. **Manchester Gas Bill.**—Read third time, and passed. **Dundalk and Ballinaghy Railway.**—Lords amendments agreed to. **Durham Junction.**—Lords amendments agreed to, with amendments. **Great Western (Trowbridge).**—Lords amendments agreed to. **Great Western (Paddington).**—Lords amendments agreed to. **Clarence and Hartlepool Junction.**—Lords amendments agreed to. **Slamannan.**—Lords amendments agreed to. **London and Greenwich (No. 2).**—Report further considered; amendments agreed to; Bill to be ingrossed. **London and Brighton.**—Petition in favour; ordered to lie on the table. Report further considered; amendments agreed to; Bill to be ingrossed. **The Speaker reported the Royal Assent.**—To the Chester and Crewe Railway Bill; London and Birmingham Railway Bill; Birmingham and Derby Railway Bill; Leicester and Swannington Railway Bill; Durham and Sunderland Railway Bill; York and North Midland Railway Bill; Manchester and Birmingham Railway Bill; Merthyr Tydfil and Cardiff Railway Bill; London and Southampton Railway Bill; Shropshire and North Wales Assurance Company Bill; and the West Cork Mining Company Bill.

Message from the Lords.—That they have agreed to the Maryport and Carlisle Railway Bill; Wislaw and Coltness Railway Bill, with amendments; and to the amendments to the amendments to the Durham Junction Railway Bill, without amendment.

SATURDAY.

Cork and Passage Railway.—Queen's consent signified; report further considered; amendments agreed to; Bill to be ingrossed. **London and Brighton.**—Queen's consent signified; Bill read third time, and passed.

Wislaw and Coltness.—Lords amendments agreed to.

MONDAY.

London and Greenwich (No. 2).—Read third time; amendments made; Bill passed. **Railways (Scotland).**—Petition for preventing travelling thereon on the Lord's Day; ordered to lie on the table. **Cork and Passage (No. 2).**—Read third time, and passed. **The Speaker reported the Royal Assent.**—To the Great Western Railway (Trowbridge) Bill; Great Western Railway (Paddington) Bill; London and Dover Railway Bill; Slamannan Railway Bill; Castle Eden and Merriington (Clarence and Hartlepool Junction) Railway Bill; Dundalk and Ballinaghy Railway Bill; Durham Junction Railway Bill; and Liverpool Improvement Acts Amendment Bill.

TUESDAY.

Southwark and Hammersmith Railway.—Petition of the chairman of the board of directors, complaining of the impediments which have been raised to the progress of the Bill during the present session, and praying that the company may not be subjected to further expense by again complying with the standing orders in the ensuing session; ordered to lie on the table, and to be printed.

Railways (Scotland).—Three petitions for prohibiting all traffic thereon on the Lord's Day; ordered to lie on the table. **Message from the Lords.**—That they have agreed to the Clarence (Durham) Bill; and Harworth and York (Great North of England) Railway Bill, with amendments.

Beet Root Sugar Bill.—Reported; to be read third time to-morrow.

WEDNESDAY.

Harworth and York Railway.—Lords amendments agreed to. **Maryport and Carlisle.**—Lords amendments agreed to. **Clarence (Durham).**—Lords amendments agreed to.

Fourdriners' Patent.—Further consideration of report of select committee deferred till Wednesday next. **Beet Root Sugar Bill.**—Read third time, and passed.

THURSDAY.

Manchester Gas Bill.—Lords amendments agreed to. **Southwark and Hammersmith Railway.**—Petitions praying that the directors of the company may not have the relief they ask in their petition presented July 4th; ordered to lie on the table.

Message from the Lords.—That they have agreed to the Chester and Birkenhead Railway Bill; Kilmarnock and Troon Railway Bill; Dublin and Drogheda Railway Bill, with amendments; and Bridlington Harbour Bill, with amendments.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

MONDAY.

Her Majesty's royal assent was given, by commission, to many public and private bills.—The Lords' Justices' Bill, to make provision in the event of the demise of her Majesty, and her successor being out of the kingdom, was read the second time, after some general remarks from Lord Brougham.—The Municipal Corporations' (Ireland) Bill was deferred for the present session. The other orders of the day were forwarded a stage.

TUESDAY.

The Imprisonment for Debt and many other bills were read the first time; and the Lands and Buildings Conveyance Bill, and some others went through committee.—The Bishop of London presented a petition from an immense

number of coach proprietors in various parts of the kingdom against Sunday travelling.—The report of the Bridlington Harbour Bill was received and agreed to.—The Tithes Commutation Act Amendment (Ireland) Bill was read a second time.—The Forgery and other Bills, constituting the series of measures to amend the laws regarding forgery, robbery, and stealing from the person, burning and destroying, transportation for life, &c., arising out of the recommendations of the law commissioners, were read a second time.

WEDNESDAY.

Many bills were presented from the Commons, which were severally read the first time.—The Tithes Commutation Act Amendment Bill went through committee.—The Attorneys and Solicitors Bill was read the second time.

THURSDAY.

The Bridlington Harbour Bill was read a third time.—On the motion of the Earl of Shaftesbury, resolutions recommended by the lords select committee on the business of the House, regarding the management of private bills, were considered, and after remarks from Lord Brougham, were adopted.

FRIDAY.

The several Bills before the House were forwarded a stage.

HOUSE OF COMMONS.

MONDAY.

The Treasurer of Counties (Ireland) Bill went through committee, after some conversation, the postponement of the measure being pressed.—Many miscellaneous and other estimates were then moved in committee of supply. The sum of 200,000*l.* was voted for her Majesty's civil list; 21,000*l.* to defray the expense of fitting up Marlborough House, for the Queen Dowager; after considerable discussion and opposition, 88,000*l.* was granted on account of the building of new Houses of Parliament; 142,000*l.* on account of Canada. Sir J. C. HOBBHOUSE moved a grant of 75,000*l.*, to carry into effect an arrangement with the East India Company for Steam Communication with India; Mr. C. WOOD moved a grant of 22,800*l.*, on account of Post-Office Packets.—The Imprisonment for Debt Bill was read a third time.—The Parliamentary Reform (Ireland) Act Amendment Bill went through committee.

TUESDAY.

Mr. MAXWELL moved an address for a committee of inquiry into the condition of the unemployed handloom weavers, and to ascertain whether any and what measures could be devised for their relief, which, though opposed by the Government and other members, on the ground of further inquiry being unnecessary, was carried on a division; the ayes being 53, and the noes 45—majority in its favour 8.—The several notices and orders of the day were then disposed of.

WEDNESDAY.

Several Bills standing on the orders were forwarded a stage, and others among which were the Secular Jurisdiction Bill, the Punishment of Debt Bill, the Post-Office Management Bill, were read a third time, and passed.—Mr. WALLACE called attention to the case of an individual who had suffered largely by fire in the destruction of sugar on which the duty had been paid. The CHANCELLOR of the EXCHEQUER (it being requisite to have the consent of the crown) said that he could not now give the required consent, but he would not object to the investigation on a future occasion.—Mr. RICHARDS moved for various returns regarding the weekly issues of the Bank of England, contending that the excessive issues which had taken place ought to have been prevented. The question, however, could not be put to the vote, as the House was "counted out."

THURSDAY.

Mr. SANFORD gave notice that next session, if in Parliament, he would direct attention to the question for rating small tenements.—Mr. C. BULLER deferred his motion regarding controverted elections.—Mr. WALLACE complained that newspapers had not been forwarded by the morning mails from Manchester; the subject is to be mentioned again to-morrow.—On the slave trade treaties an interesting discussion arose, on the complaint of Sir R. Inglis, and the admissions of Lord Palmerston, regarding the frightful extent to which the slave trade and slavery were still allowed in Portugal, the United States, &c.—Mr. Clay postponed the subject of the Danish claim till next session.—Mr. ROBINSON deferred his motion regarding the navy, with a view to the formation of a retired list of meritorious officers.—Mr. HUME rose to bring forward an address regarding Canada; when the House was "counted out."

FRIDAY.

The several Bills on the orders were forwarded a stage, and others were passed.—Sir R. INGLIS, on the third reading of the Church Notices Bill, congratulated the House on the passing of so useful a measure.—Colonel SITHORP's motion for the reduction of the duty on fire insurances, called for a short but interesting discussion on that "tax on prudence," as it is termed. His motion was negatived.

POST-OFFICE REVENUE.—A return, distinguishing the amount of Post-Office revenue for the last ten years, and also the gross amount revenue collected during the same period. Prepared for the House by the Lords, on the motion of the Duke of Richmond:—

Years.	Gross Revenue.	Net Revenue.
1827 ..	£2,278,412 ..	£1,484,164 ..
1828 ..	2,287,961 ..	1,544,224 ..
1829 ..	2,265,481 ..	1,509,347 ..
1830 ..	2,301,432 ..	1,517,951 ..
1831 ..	2,321,310 ..	1,569,038 ..
1832 ..	2,277,274 ..	1,531,828 ..
1833 ..	2,294,911 ..	1,552,270 ..
1834 ..	2,319,979 ..	1,513,052 ..
1835 ..	2,353,340 ..	1,574,458 ..
1836 ..	2,461,805 ..	1,645,835 ..

GREAT RAILWAY FROM LONDON, BY BIRMINGHAM AND PRESTON TO GLASGOW.—An important meeting was lately held in Glasgow, the view of forwarding this great national work. The project which Glasgow merchants have in view, is to carry forward a Railway from Glasgow, through Carlisle to Lancaster, to join the main line southward thence through Preston, by the North Union, Grand Junction, and London and Birmingham lines, direct to London. This projected arrangement would also afford direct communications with Liverpool and Manchester, the North Union crossing the Liverpool and Manchester about half way between these important towns.—*Hull Advertiser.*

GEMS.—All gems, except the diamond, are composed of crystalline clay, with some minute admixture, which give them their peculiar color.

ACCIDENT FOR WANT OF A SAFETY LAMP.—On Saturday Thomas Morgan Evan, an old collier, belonging to the Aberdare was killed by an explosion of foul air in the River Level, below Aberdare. He had been burnt twice before, within little more than twelve months. He was a parishioner of Llanwonno, and has left a large family of children.—*Merthyr Guardian.*

THE STEAM SHIP Seahorse.—From a Correspondent.—We have been gratified with a view of, and trip on board the beautiful and powerful steam ship, *Seahorse*, which arrived here, on Wednesday, from Dunfermline after a run of twenty-five hours, against a strong head wind. On board, the visitor is struck with the spacious deck and splendid saloon, as well as the general fittings and arrangements both for comfort and safety. But that which most strongly attracts the attention of the scientific observer, is the beautiful manner in which the engines perform their functions; indeed the motion is so perfectly smooth, that if you are not aware of the fact, you would scarcely believe that the engines were working. The reason why these engines are superior to the general marine engines, is the application of Mr. Samuel Hall's patent condenser, and as many persons may not be acquainted with the nature and merits of Mr. Hall's invention, it may not be amiss to give a few particulars on this point, particularly as it bears so much on the safety of boilers, and the wear and tear of the engines. First: the boilers are supplied with pure distilled water, which prevents the saline deposit and corrosion of the boiler. Second: as no deposit of crustation can possibly take place, the transmission of heat to the water is more uniform, the boiler-plate is prevented from burning, and is consequently a saving of fuel is the result. Third: as the steam is condensed through the medium of copper pipes (the steam being prevented from coming in contact with the jet of cold water, as in the common mode), the air-pump has less work to perform, and additional power is thereby gained. Fourth: muddy salt water is entirely shut out from the interior of the engine, and an immense saving is effected in the wear and tear of the moving parts, as the valves, &c.; and from the muddy quality of the river Humber, it is an invaluable discovery for steamers connected with Hull. In conclusion we have but one regret, which is, that from the width of the *Seahorse*, she will not be able to enter any of the docks being many feet wider than any of the dock locks, but trust that the company will not be long before they see the necessity of giving increased accommodation.—*Hull Advertiser.*

JOINT STOCK BANKS.

JOINT STOCK BANKS.

No of Shares.	BANK OF CANADA.	Capital.	Amount paid up.	Prof.	Div.	Dividend.
25,000	Agric. & Com. of Ire.	25	10	..	..	..
5,000	Australasia ..	40	40	58	..	..
1,500,000	Bank of Scotland ..	50	83	304	..	..
10,000	Bank of Birmingham ..	10	10	..	10	Mar
10,000	Birmingham Bank ..	50	5	..	10	Mar
500,000	British Linen Co.	100	100	..	..	..
	British North Amer.	10	6	..	..	..
5,000,000	Commercial ..	100	100	100	..	..
	Colonial ..	100	25	22	..	..
5,000	Equitable Loan Co.	..	9	10	..	..
10,000	Foreign Banking Co.	..	3	9	..	..
2,000,000	Glasgow Union ..	50	50	65	..	..
10,000	GloUCEstershire ..	80	10	..	10	Feb.
5,000	Halifax ..	5	5	..	..	..
5,000	Hampshire ..	50	5	..	10	Aug.
5,000	Huddersfield ..	20	20	..	..	..
10,000	Hibernian ..	100	25	..	4	..
5,000	Devon & Cor. Bg. Co.	20	36	..	..	..
50,000	London & Westmins.	100	20	19	4	Aug.
5,000	Lancaster ..	100	10	..	4	..
25,000	Liverpool ..	100	10	17	6	..
50,000	Manch. & Liver. Dis.	100	15	21	6	..
20,000	Manchester ..	100	25	26	7	Oct.

Monm. & Glamorg.	20	10	15
North & South Wales	20	5	..

5,000,000	National Scotland	10	183	—
20,000	Natl. Bank of Ireland	50	174	5
10,000	Nat. Provincial. Engl.	100	35	30
50,000	Nor. & Cent. B. of Eng.	10	10	5
20,000	Prov. Bk. of Ireland	100	25	40
1,000	Ditto New	10	154	8
2,000,000	Royal of Scotland	109	—	—
7,000	South African	6	5	—
20,000	S. of Ireland, Cork	25	5	—
4,000,000	Western of Scotland	30	—	—

20,000	Wilts and Dorset ..	15	74	94
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GAS LIGHT AND COKE COMPANIES.					
10,000 Alliance	10	3	3		
2,500 Bath	20	16	24	11	Sept.
600 Bradford	25	25		10	
5,000 British	40	16	31	5	Nov.
3,000 Do. Provincial	28	19	23		
928 Birmingham	50	50	94	4	Sept.
250 Barn & Staffordshire	50	50		4	
600 Bedford	40	20		4	April
4,250 Bristol	20	20	36	2	
1,500 Brighton	20	20	11	34	
750 Do. New	20	18	9	34	
2,471 Brighton, General	20	20	17	44	Nov.
363 Carlisle	25				
4,000 Continental Consolida.	75	62	85	4	Nov.
240 Canterbury	50	50	60	6	Jan.
700 Chelmsford	50	50	42	4	Dec.
300 Cheltenham	50	50	75	8	Oct.
1,000 City of London	100	100	180	10	Sept.
1,000 Do. New	100	60	112	6	Dec.
800 Coventry	25	25	25		
200 Derby	50	50			
180 Dover	50	50			
600 Dudley	20	20	20	5	
4,500 Edinburgh Coal Gas	25	25			
Edinburgh and Alloa		14			
240 Exeter	50	50			
4,000 Equitable	50	42	28	44	April
16,000 European	30	7			
4,450 Glasgow	25				
20,000 Greenwich Railw. Gas					

0,000 Imperial.....	50	50	43
\$5,000 Do. Bonds.....	100	100	..

1,800	Spice of Tinnet	25	20	20	5 Aug.
2,550	Independent	30	30	40	5 Oct.
	Leicester	30	50		
750	Leith Coal Gas	30	20		
500	Liverpool	242	242	310	42
	Do. N. Gas and Coke	100	100		
	Do. (New Do.)		40		
200	Maidstone	50	50	100	9 Feb.
9,000	Phoenix	50	50	200	3 June
579	Portsmouth		53		
304	Poplar	50	50		
1,000	Ratcliff	100	90	50	4 Sept.

480 Rochdale	15	..
1,000 South Metropolitan	50	10	17

1,600	Sheffield	10	10	—	—
1,000	Shrewsbury	10	10	—	—
120	Swansea	50	50	—	—
8,200	United General	50	46	25	5 Jan.
240	Warwick	50	50	50	5 Jan.
400	Wakefield	25	25	224	14 Jan.
750	Warrington	20	20	224	5 Oct.
12,000	Westminster Chartered	50	50	48	3 Dec.
6,000	Ditto New	50	10	9	12 Dec.
800	Wolverhampton	50	50	—	—

800 Yarmouth....				
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DOCKS.					
313,400	Commercial	100	100	55	3 July
493,667	East India	Stock	100	110	6 Sep.
124,696	Ditto Additional	...	...	...	4 —
1,488	East India	...	70	18	—
3,238,310	London	Stock	...	844	23 Dec.
	Ditto Bonds	...	...	...	—
1,380,000	West India	Stock	...	103	5 Dec.
2,239	Bristol	...	147	80	21 Dec.
66,342	Ditto London	...	50	113	6 Nov.
570	Pelstone Harbour	...	...	...	—
15,000	Ditto Bonds	—
352,752 8	Katharine	Stock	100	91	4 Jan.

0,000 Do. Bonds for 10 years	99	4
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2,500 Deptford Pier	20	3	—
1,000 Herne Bay Pier	—
BRIDGES.					
1,600 Hammersmith	50	50	..	10s	Jan.
6,000 Metropoli. Suspension	30	2	..	..	Dec.
7,231 Southwark w. new sub.	63	63	2	..	Dec.
1,700 Do. New of 74 per cent.	50	50	14	2	Dec.
6,000 Vauxhall	704	704	16	17s	Dec.
5,848 Waterloo	100	100	44	..	..
5,000 Do. old Annuities of St.	60	60	184	10s 2	Feb.
5,000 Do. new do. of 71	40	40	154	16s 4	Feb.
1,000 Ditto Bonds .....	..	..	118	5	Feb.
WATER WORKS.					
500 Birmingham	25	25	..	9s	..
121 Colchester	100	100	..	..	..
200 Exeter	100	100	140s	6	Jan.
500 Glasgow	60	50	..	..	..
500 Great Inver	41	41	57	2s	Jan.

Edinburgh Joint Stock	25	25
Kent.....	100	100	43	2

520	Liverpool and London	220	220	—	19	Jan.
500	New River London	—	—	—	—	—
Water Annuities						
486	Manchester & Salford	100	100	58	21	Oct.
400	Portsea Island	50	50	—	—	—
500	Portsmouth & Farnington	50	50	12	13	Mar.
396	Do. New	50	50	22	1	Mar.
500	Ramsay	50	50	—	—	—
300	Vauxhall, late	100	100	83	4	Dec.
500	West Middlesex	63½	63½	80	3	Oct.
500	York Building Co. L. P.	100	100	35	17½	Oct.
ROADS.						
583	Archway and Kent Tn.	80	80	—	18	1888
500	Barking	100	100	22½	14	1 & 7
500	Commercial	100	100	75	—	1 & 7
2,090	Do. East India Dock Br.	100	100	—	—	1 & 7
492	Great Dover St.	—	70	—	27½	1 & 7
3,323	Highgate Archway	—	308½	2	—	—
2,064	New North Rd. Stock	100	100	100	—	—
LITERARY INSTITUTIONS.						
400	Adelaide Gal. of Science	56	—	—	—	—
500	London, W. Bronze Tick.	763	763	189	—	—
500	London University	100	100	243	—	—
700	Russell	25	25	28	—	—
—	King's College	100	100	26	—	—

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the Proprietor, at his Office, No. 12, Gough-square, Fleet-street, in the city of London; where all Communications and Advertisements are requested to be forwarded, post paid.—Saturday, July 8, 1837.

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